

South County Bike Facilities Davisville Bike Path

North Kingstown,
Rhode Island

Prepared for **State of Rhode Island Department of Transportation
Providence, Rhode Island**

Prepared by ***VHB*/Vanasse Hangen Brustlin, Inc.
Providence, Rhode Island**

April 2005

Table of Contents

Project Description	1
Background.....	1
Project Purpose	1
Existing Conditions	5
Existing Roadways.....	5
Accident Analysis.....	6
Existing Bikeway Facilities	7
Area Attractions and Trip Generators	9
Evaluation of Multi-Use Path Route	11
Existing Corridor Conditions	11
Topographic and Structure Constraints	20
Property Owners & Right-of-Way Constraints	22
Traffic/Safety Issues	23
Intermodal Opportunities.....	24
Environmental Impacts	27
Maintenance Responsibility	32
Proposed Multi-Use Path	33
Proposed Improvements.....	33
Construction Cost Estimate.....	36
Right-of-Way Costs	36
Appendix.....	37

List of Tables

Table 1 Existing Traffic Volumes (AADT).....	6
Table 2 Soil Map Units	27

List of Figures

Figure 1 - Project Location Map	2
Figure 2 - Bicycle Facilities	8
Figure 3 - Project Study Area Features	10
Figure 4 - Davisville Multi-Use Path - Layout Plans.....	15
Figure 5 - Davisville Multi-Use Path - Layout Plans.....	16
Figure 6 - Davisville Multi-Use Path - Layout Plans.....	17
Figure 7 - Davisville Multi-Use Path - Layout Plans.....	18
Figure 8 - Davisville Multi-Use Path - Layout Plans.....	19

**Project
Description**

Project Description

Background

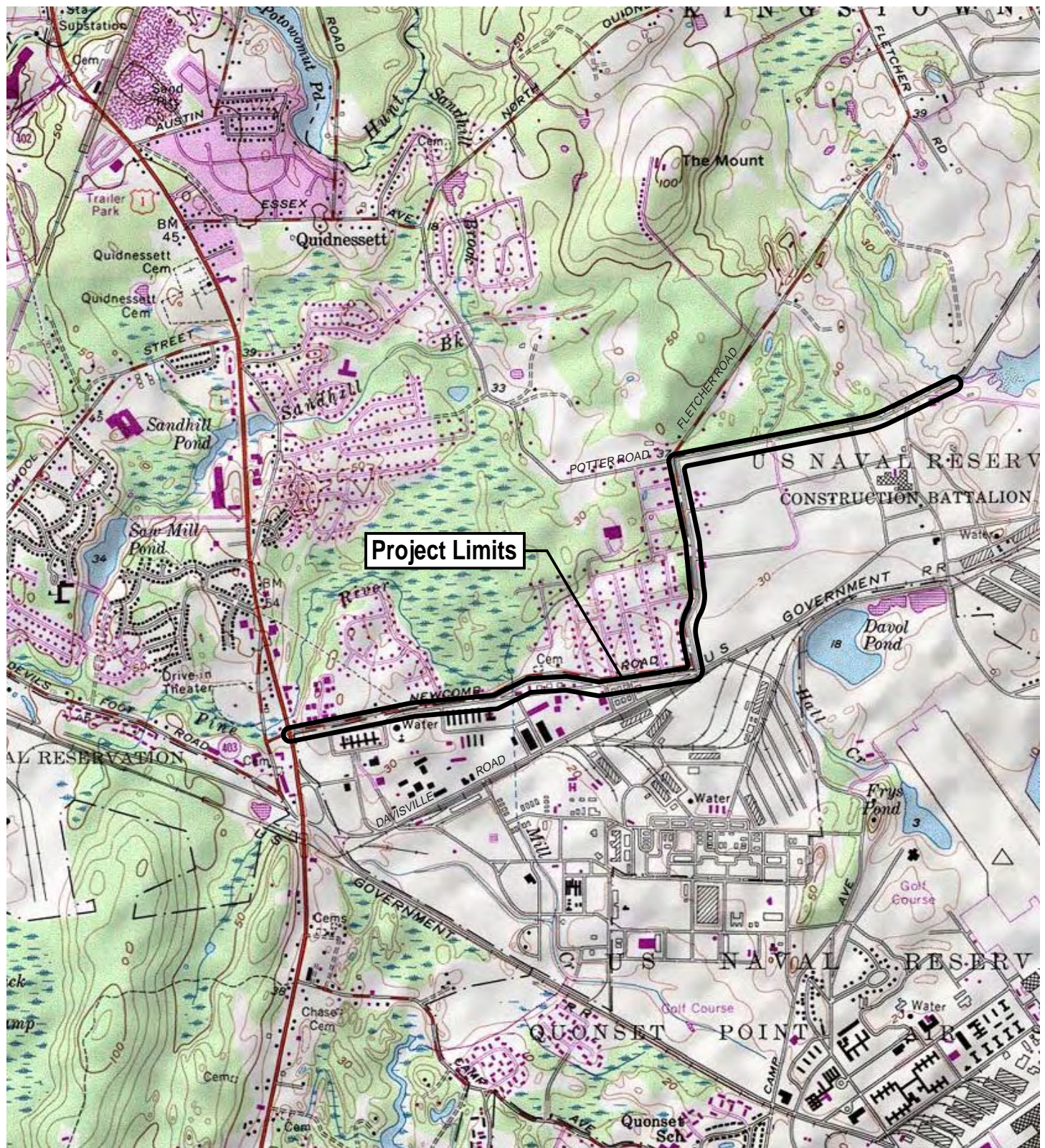
The Quonset Davisville Port and Commerce Park (QD/P) is a 3000-acre complex located in the northeastern area of North Kingstown, Rhode Island fronting on Narragansett Bay. This site was once home of the Quonset Naval Air Station, closed in 1972, and the Davisville Naval Construction Battalion Center, closed in 1994. Currently the site is home to a variety of high-technology, industrial, industrial-office, tourist, open space, recreational and manufacturing uses. The Rhode Island Economic Development Corporation (RIEDC) operates the industrial park of 2000 acres that is planned to be further developed in a manner that balances industry, technology, open space preservation, cultural and recreational uses.

In 2003 the RIEDC approved the Quonset Davisville Port & Commerce Park Master Plan, which is a general and long-range guide to accommodate mixed uses, emphasizing industrial development and use of multi-modal transportation facilities during the next 20 years at the site. One element of the Master Plan for the QD/P complex is the construction of a multi-use trail along the northern perimeter of the redeveloped complex. The envisioned path would begin at the intersection of Post Road (US Route 1) and Newcomb Road, proceed eastward along the northern limits of the QD/P complex and south of Newcomb Road, then turn northward along the existing Perimeter Road, east of Newcomb Road, to the intersection of Newcomb Road with Fletcher Road/Potter Road. The route turns eastward at this intersection and continues along the northern limits of the QD/P complex until it joins with the Town of North Kingstown's planned Calf Pasture Point Park's primary access path near Allen Harbor and Marine Drive (See Figure 1).

As part of the 2001-2002 Transportation Improvement Program (TIP), the RIEDC submitted a project application for the study and development phase of this proposed multi-use path facility. The project application was approved by the Transportation Advisory Committee (TAC) and included in the TIP.

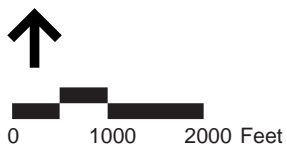
Project Purpose

A 2003 Urban Mobility Study developed by Tim Lomax and David Schrank of the Texas Transportation Institute details the increasing costs of traffic congestion across the United States, totaling 3.5 billion hours of lost productivity at a cost of \$69.5 billion in 2001. This represents a \$4.5 billion increase from the previous year. The study discusses the need to implement a variety of solutions to ease the impacts of increasing traffic.



Source: Wickford, RI (1975) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.



Project Location Map
 Davisville Bicycle Path
 South County Bicycle Facility Site Assessment Project
 North Kingstown, Rhode Island

Figure 1

As conventional transportation solutions to increase capacity become more costly and restrictive, alternative approaches to improve efficiency and decrease demand on the roadway system are being implemented. Implementing a combination of solutions, including various operational treatments and public transit improvements, as well as, facilitating bicycle and other non-vehicular modes of traffic can alleviate congestion on the roadways, decrease the amount of fuel wasted and improve the reliability of the areas transportation network.

The University Of Rhode Island Transportation Center in conjunction with the Rhode Island Department of Transportation has completed a research project titled 'Bicycle Transportation User Survey Developing Intermodal Connections for the 21st Century'. To view the results of this survey, visit URITC's web site at www.uritc.uri.edu. The purpose of this research project is to develop, analyze and disseminate a comprehensive bicycle user survey that will provide key insights into the factors that encourage and/or discourage bicycle use as an alternative travel mode in the State of Rhode Island. The recommendations of this study, once available, should be incorporated into the final design of the proposed multi-use path to ensure specific user preferences are considered in the projects approach.

The Town of North Kingstown's Comprehensive Plan outlines several goals pertaining to the development of bicycle facilities including to improve the availability and utilization of alternative transportation modes, to minimize the impacts of development on secondary roadways and to provide a wide range of recreation facilities and opportunities to meet the needs of all residents. Pursuant to achieving these goals the Comprehensive Plan details the following Objectives and Actions:

- Encourage linkage of neighborhoods to other land uses and neighborhoods through roadway connections, pedestrian walkways and bike paths
- Develop a network of bikeways to connect existing and planned recreational facilities and open spaces throughout the community
- Connect schools, residential areas, recreational areas and commercial areas via bikeways and walkways
- Connect open spaces by providing paths, trails and village greens for common use

The demand for bike paths within the Town of North Kingstown is further encouraged by the results of the 1999 Community and Business Survey in which citizens reported the first priority for spending on recreational facilities is the development of multi-use trails (hiking, jogging and biking) and that one quarter of residents would use a bike path weekly if available.

In addition, the town's Comprehensive Plan details several goals with respect to the development of QD/P which were developed to ensure that the development of QD/P is conducted in a manner that is both environmentally sustainable as well as economically productive.

- Developing QD/P in a manner that balances industry, industrial office, tourist, cultural, recreational and open space preservation uses that are compatible with the community and does not exceed the carrying capacity of the land.
- Protecting both the water quality of Narragansett Bay and its economic productivity, and allowing the enjoyment of the Bay by others.
- Protecting the community from the impacts of transportation improvements while supporting initiatives that provide for the adequate movement of QD/P generated traffic through North Kingstown including the development of commuter transportation opportunities.

Realizing the importance the multi-use paths have as recreational and transportation alternatives to the Town of North Kingstown and the unique opportunity to incorporate these paths into the town's vision for the QD/P complex, RIDOT has hired Vanasse Hangen Brustlin, Inc. (VHB) to study the feasibility of developing a multi-use path from Post Road (US Route 1) to the connection with the Calf Pasture Point Park.

Existing Conditions

Existing Conditions

The Town of North Kingstown is located along the Narragansett Bay and borders the towns of East Greenwich, Exeter, South Kingstown and Narragansett. The population for The Town of North Kingstown as of April 1, 2000, was 26,326. This represented a 10.68% increase (2,540 persons) from the 1990 population of 23,786.

The project study area is centered within the Davisville neighborhood of North Kingstown and is depicted in the 'Location Map' Figure 1 with the surrounding roadway network. The project study area follows the south side of Newcomb Road from its intersection with Post Road (US Route 1) to Perimeter Road, then turns north along Perimeter Road towards the intersection of Potter Road and Fletcher Road. At the southeast quadrant of this intersection, the study area route turns eastward along the northern limits of the QD/P property to Sanford Road at Allen Harbor. The project corridor length is approximately 13,250 lineal feet (2.5 miles).

Portions of the QD/P complex within the project study area are currently under construction. The construction is focused on the removal of elements of the former base and the redevelopment associated with the QD/P plan.

Existing Roadways

Currently the existing roadways at the western limits of the study area are under reconstruction and realignment. These construction projects include new overpasses and ramp connections over the railroad tracks accessing the port area, as well as several temporary roadways. The final layout of the roadway system currently under construction is presented in the Appendix. Additionally, due to the demolition and redevelopment of the QD/P complex, a number of existing and proposed roadways within study area are at various levels of operation and/or completion.

Post Road (Route 1) is a principal arterial roadway with two northbound and two southbound lanes with turning lanes provided at major intersections. Post Road has a posted speed limit of 35 mph and provides north-south access through North Kingstown and into the neighboring towns of Narragansett, East Greenwich and Warwick, as well as connections to Routes 2, 4, 402, and 403. Post Road at the intersection with Newcomb Road is the western limit of the project study area.

Davisville Road is a minor arterial roadway generally running east-west through the QD/P complex. West of Post Road, Davisville Road (Devils Foot Road) is also marked Route 403 and is currently under construction to be upgraded to an

expressway with improved connections to Route 4. East of Post Road, Davisville Road continues as a minor arterial with a posted speed limit of 35 mph and provides access to the port facility on the Narragansett Bay. An active railroad line runs parallel to and south of the roadway.

Newcomb Road, which runs parallel to a portion of the proposed multi-use path, is a two-lane major collector roadway with a posted speed of 25 mph. The roadway generally separates the village/rural residential land uses to the north and west of the roadway from the QD/P complex to the south and east. A number of local roadways intersect with Newcomb Road at stop-controlled intersections.

Fletcher Road and Potter Road are both two lane major collector roadways with 25 mph posted speed limits which combine with Newcomb Road to form a three legged stop controlled intersection.

Perimeter Road is an industrial park roadway that runs north-south parallel to and approximately 25 feet east of the north-south section of Newcomb Road. Access to Perimeter Road is available only from Davisville Road. A chain link fence and bollards provide the separation between Newcomb Road and Perimeter Road. Perimeter Road provides access to a few industrial and manufacturing businesses located within the industrial park. This roadway will be abandoned upon the construction of the proposed Cross Park Road, which is expected to provide the vehicular access from Davisville Road to the businesses currently located on Perimeter Road.

The Average Annual Daily Traffic (AADT) volumes for the various roadways within the study limits are presented in Table 1 with additional traffic volumes for area roadways presented on the RIDOT Traffic Flow Map provided in the Appendix.

Table 1
Existing Traffic Volumes (AADT)

Roadway Segment	AADT (Year)
Post Road (Route 1)	20,000 (1997)*
Davisville Road	2,800 (2001)*
Fletcher Road	1,600 (1999)*
Perimeter Road	300 (2003)**

Sources: *Rhode Island Department of Transportation – Traffic Section

** Automatic Traffic Recorder (ATR) counts conducted 7-27-03

Accident Analysis

The past traffic accidents along several of the roadways within the study area were reviewed. Accident reports were obtained from the North Kingstown Police

Department for the most recent three-year period from January 2000 to December 2002. A summary of the accident reports is presented in the Appendix.

Existing Bikeway Facilities

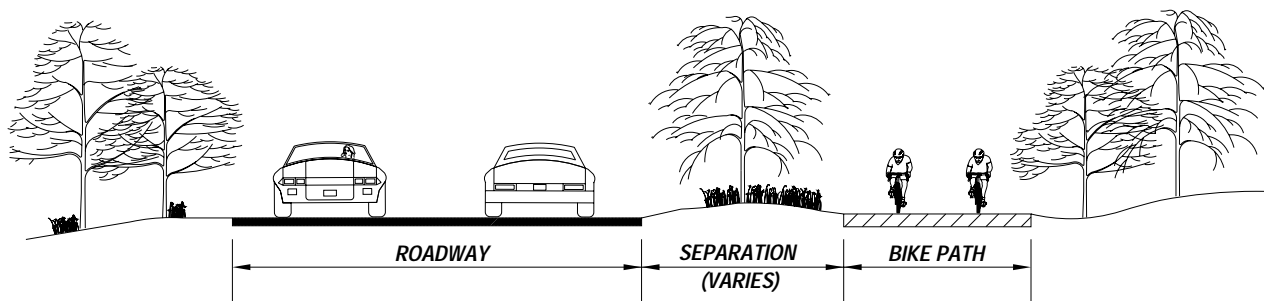
Existing bikeways in and around the Town of North Kingstown can provide transportation alternatives for the residents and visitors of the community. Bike paths and trails improve access to open spaces and recreational facilities, commercial areas, schools, and other neighborhoods and serve as a recreational facility for area residents.

There are generally three different types of bicycle facilities: Bike Route, Bike Lane and Multi-Use Path (Bike Path). Figure 2 illustrates the differences between these facilities. Bicycle facilities in and around the Davisville area in the Town of North Kingstown are illustrated in the 'Guide to Cycling in the Ocean State' map provided in the Appendix.

There are no dedicated bike paths (multi-use paths) within the Davisville area. The Town of North Kingstown is currently developing a Master Plan for Calf Pasture Point to enhance the natural attractions with numerous trails accessing a number of recreational amenities. The primary access trail to Calf Pasture Point will begin at the terminus of this report's proposed multi-use path.

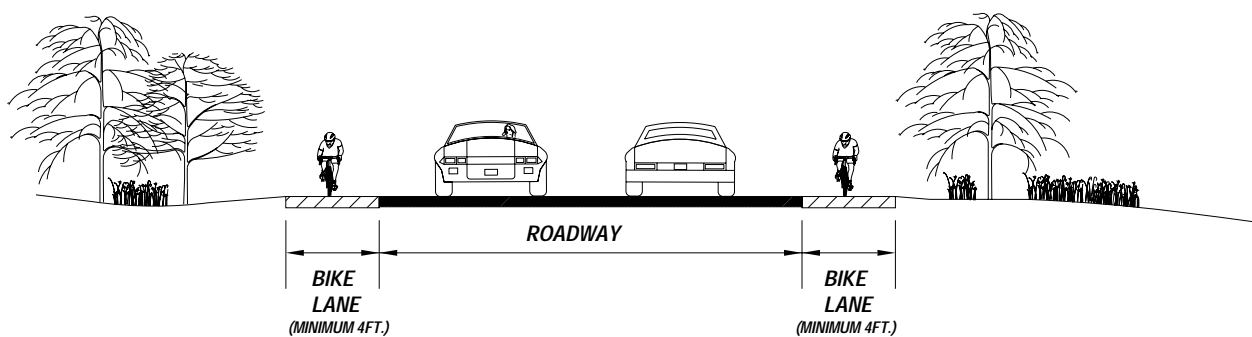
Post Road (Route 1) is a curbed roadway with heavy traffic and is unsuitable for bicyclists. Sidewalks exist along both sides of Post Road with crosswalks providing access across the east, west and north approaches.

Newcomb Road is a low volume roadway with wide lanes and is designated as 'most suitable' for bicycles. A sidewalk exists along the north side of the roadway from Post Road to Fischer Drive.



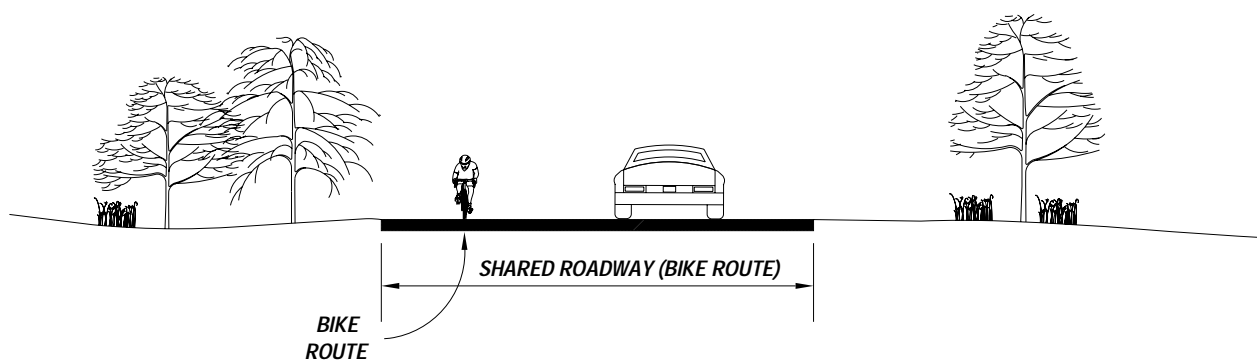
SHARED USE PATH (MULTI-USE PATH)

A PATH FOR THE EXCLUSIVE USE OF BICYCLISTS, PEDESTRIANS, ROLLER BLADES, ETC. PHYSICALLY SEPARATED FROM MOTORIZED VEHICULAR TRAFFIC EITHER WITHIN AN EXISTING RIGHT-OF-WAY OR ON A COMPLETELY NEW LOCATION



BIKE LANE

A PORTION OF A ROADWAY WHICH HAS BEEN DESIGNATED BY STRIPING, SIGNING, AND PAVEMENT MARKINGS FOR THE PREFERENTIAL OR EXCLUSIVE USE OF BICYCLISTS.



SHARED ROADWAY (BIKE ROUTE)

A SHARED RIGHT-OF-WAY WITH (BIKE ROUTE) OR WITHOUT SIGNING.

Vanasse Hangen Brustlin, Inc.

Figure 2
Bicycle Facilities
South County Bike Path Assessment

Area Attractions and Trip Generators

The project area traverses a variety of land uses (see Appendix for current land use details) and joins a number of commercial, recreational and historic attractions and connects to several open space areas and residential neighborhoods. In addition, the redevelopment of the QD/P complex offers a myriad of additional land uses and potential attractions. See Figure 3 for locations of area attractions. The locations of current and potential historic areas are presented in the Appendix.

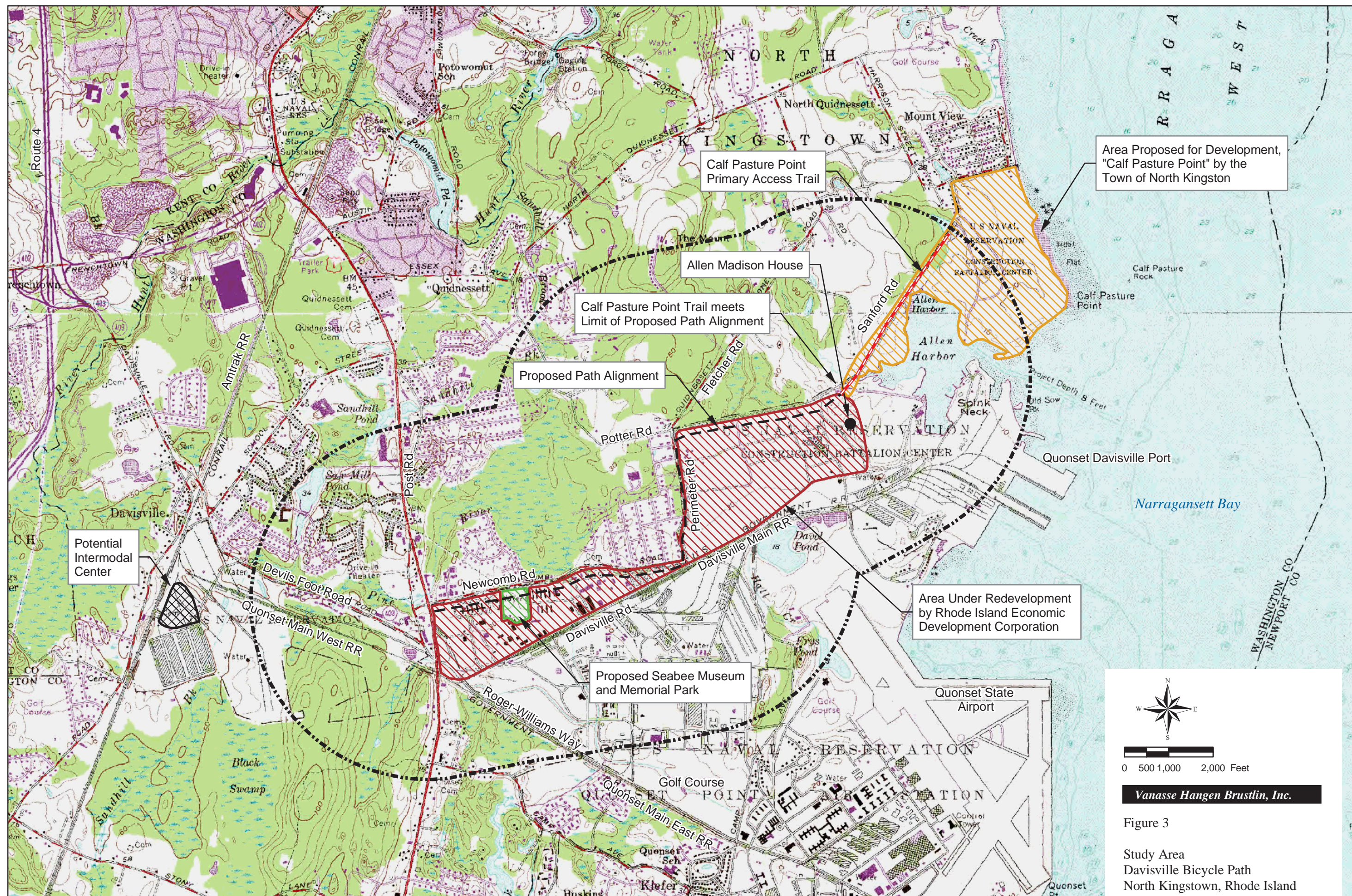
Post Road is a highly commercialized corridor with a large number of traffic generators abutting the roadway. Proceeding east, Newcomb Road generally separates areas of village and rural residential uses on the north and west from the more business and research and development uses planned to the south. East of the Newcomb Road intersection with Fletcher Road and Potter Road the land uses are generally industrial and manufacturing within the QD/P complex and residential north of the complex until the Allen Harbor and Calf Pasture Point area.

The Town of North Kingstown is developing the area known as Calf Pasture Point to enhance a number of natural attractions with a series of trails, kayak take-out locations, interpretive signing and amenities including benches, lookouts and restrooms. The Calf Pasture Point Master Plan utilizes a 189-acre parcel located between the Narragansett Bay and Allen Harbor, and a 15-acre landfill area located to the south. The Mount View neighborhood forms the northern boundary with Sanford Road (not currently accessible by car) as the western limit. Additional details of the Calf Pasture Point Master Plan are presented in the Appendix.

The proposed multi-use path will provide an essential off-road connection for the residents and visitors of the surrounding Davisville neighborhood to access the Calf Pasture Point recreational area.

Additional attractions planned within the QD/P complex include the Allen Madison House, a historical building built in the early eighteen hundreds, and the Seabee Museum and Memorial Park. The Allen Madison House was listed on the State of Rhode Island Historical Preservation and Heritage Commission's National Register in 1980 and is located on a parcel just south of the proposed path near Allen Harbor. The Seabee Museum and Memorial Park will be constructed on a parcel within the QD/P complex near Newcomb Road and Post Road.

Other existing facilities within the QD/P area include the Quonset State Airport, RIEDC administration building, a golf course and numerous office and industrial businesses. These existing facilities will be joined by various planned developments including hotels, restaurants, water transit docks, marinas, a health center and additional offices and businesses.



Evaluation of Multi-Use Route

Evaluation of Multi-Use Path Route

The development of a multi-use path from Post Road to Calf Pasture Point at Allen Harbor will provide a dedicated off-road multi-use connection to the Calf Pasture Point facility, a potential commuter connection for future/existing development, as well as, a recreational facility for area residents and visitors. The following discussion outlines the specific conditions, obstacles and opportunities involved with the creation of a dedicated multi-use path through the approximately 13,250 foot corridor along the QD/P complex northern boundary.

In accordance with the AASHTO Guide for the Development of Bicycle Facilities (1999) the preferred bike path typical section is a paved 12-foot path with 2-foot shoulders at 6:1 grades. Horizontal clearances from the edge of the paved path to the top of slope for fill slopes 3:1 or steeper should be 5 feet minimum.

Figures 4 thru 8 detail the proposed multi-use path corridor and routes evaluated with the approximate adjacent parcel limits indicated on top of an aerial print. Additional features impacting the multi-use path route are described below and indicated on the aerial figures.

Existing Corridor Conditions

Various areas of the project corridor are under heavy construction. These construction efforts are associated with the RIEDC's demolition of the Quonset Naval Air Station and the Davisville Naval Construction Battalion Center as part of the Quonset Davisville Port and Commerce Park redevelopment. In addition, several roadway projects associated with the realignment of Route 403 and the various connecting roadways are under construction. The aerial photography represented in Figures 4 thru 8 therefore does not exactly represent the current conditions.

The project study corridor consists of a 50-foot wide right-of-way generally bordering the northern and western limits of the QD/P complex. The majority of the study corridor is or was once developed with paved roadways. The study corridor is divided into three distinct segments for discussion purposes.

The first segment begins at the southeast quadrant of the intersection of Newcomb Road with Post Road. This segment continues easterly, south of and parallel to Newcomb Road to the beginning of Perimeter Road where Newcomb Road turns north. The first segment is approximately 5,900 feet in length.

The Post Road intersection with Newcomb Road is under signal control with crosswalks across the west, north and east approaches. Sidewalks exist at all four quadrants of the intersection. A sidewalk runs along the north side of Newcomb Road from Post Road to Fischer Drive. A number of local roadways create T-intersections with Newcomb Road within this east-west segment and serve the residential area north of Newcomb Road. On street parking is allowed along the local roadways, but only intermittently along Newcomb Road.

Proceeding east from the southeast quadrant of the Post Road intersection with Newcomb Road, a chain link fence runs along the south roadway line of Newcomb Road. Trees and shrubs have been recently planted south of and adjacent to the fence as part of Phase I for the development of the multi-use path and as a landscape buffer for the proposed development from residents. The remaining areas south of the fence are generally level. An abandoned bituminous roadway exists along portions of the corridor but the entire area is under heavy construction.

The corridor is therefore separated from Newcomb Road for much of the length by the fence and the vegetation buffer. An aerial utility line exists on the north side of Newcomb Road at Post Road and continues east then switches to the south side of the roadway. Intermittent street lighting exists along this segment of Newcomb Road as well.

At the east end of this segment Newcomb Road turns ninety degrees to the north. The two Newcomb Road approaches are both controlled by stop signs. At this location, the project corridor passes adjacent to Davisville Road and continues north along the Perimeter Road pavement, east of and parallel to Newcomb Road. A movable gate prevents access between Newcomb Road and Davisville Road while concrete bollards and a fence prevent access from Newcomb Road to Perimeter Road. Access to Perimeter Road is provided from Davisville Road.

The second segment of the project study corridor runs northerly along Perimeter Road and portions of unimproved land lying east of and parallel to Newcomb Road. Perimeter Road is a local roadway providing access to a small number of industrial and manufacturing businesses, including Aetna Bridge Corporation and Pro Paint Plus. The route continues to the southeast quadrant of the Newcomb Road/Potter Road/Fletcher Road intersection. The second segment is approximately 3,000 feet in length.

Proceeding northerly from the confluence of Davisville Road and Newcomb Road, Perimeter Road maintains an approximately 24 foot wide bituminous pavement with a chain link fence bordering the west edge and an aerial utility line and intermittent ditches and drainage structures along the east side. The fence is centered along an approximate 10-foot wide strip of overgrown level land that separates Newcomb Road from Perimeter Road and prevents any access between the two roadways. The

area to the east of Perimeter Road is generally wooded and overgrown, except where the businesses are located.

Approximately 1500 feet north of Davisville Road, Babcock Street forms the east leg of a T-intersection with Perimeter Road. An aerial utility line runs along the south side of Babcock Street. Babcock Street is approximately 20 feet in width with no curbing. The project corridor continues northerly on Perimeter Road to approximately 700 feet north of Babcock Street where the roadway is blocked off and the bituminous pavement ends. A partially cleared trail with evidence of an abandoned roadway structure underneath continues to the north, parallel to Newcomb Road, to the southeast quadrant of the Fletcher Road/Newcomb Road intersection. Fire hydrants exist east of the trail at several locations along this segment. The corridor is generally flat and overgrown with wooded areas to the east and the chain link fence along the west.

The third segment of the project study corridor extends from the Newcomb Road/Potter Road/Fletcher Road intersection east to Allen Harbor, where the Town of North Kingstown's Calf Pasture Point primary access trail begins. This segment follows the northern limits of the QD/P complex and is approximately 4,350 feet in length.

This east-west segment of the project corridor is generally defined by a cleared path approximately 15 feet to 20 feet in width with wooded and overgrown lands lying north and south of the corridor. Existing tire tracks along the path indicate intermittent vehicular traffic utilize the path. Evidence of an abandoned roadway exists along the path from Newcomb Road to Marine Road. At Marine Road, the project corridor follows a cleared bituminous roadway in poor condition, which continues to Sanford Road.

Along the northern side of the path a chain link fence separates project corridor from the rural residential area to the north. Three residents with driveway access from Fletcher Road border the north line of the QD/P complex near Newcomb Road. A number of fire hydrants and monitoring wells, as well as additional chain link fences and gates are located along the sides of the cleared path and several intersecting cleared paths, possibly abandoned roadways exist as well.

Marine Road is an abandoned bituminous roadway that currently functions as an access drive from Davisville Road to the Allen Madison House and Calf Pasture Point and intersects with the abandoned bituminous pavement along the project corridor. A chainlink fence and gate control access between Marine Road and the project study corridor path, as well as the access to Sanford Road. Sanford Road is an abandoned roadway with a utility pole line along the west side of the roadway. Sanford Road represents the route for the primary access path for the planned Calf Pasture Point Park.

Between Marine Road and Sanford Road a concrete pad with various trailers exists with access from the bituminous pavement along the project corridor. At the

southern limit of Sanford Road the Quidnessett Brook flows southeasterly into Allen Harbor via three 24" culvert pipes. This is the northeastern terminus of the proposed bike path and beginning of Calf Pasture Point Park.

Matchline To Figure 5

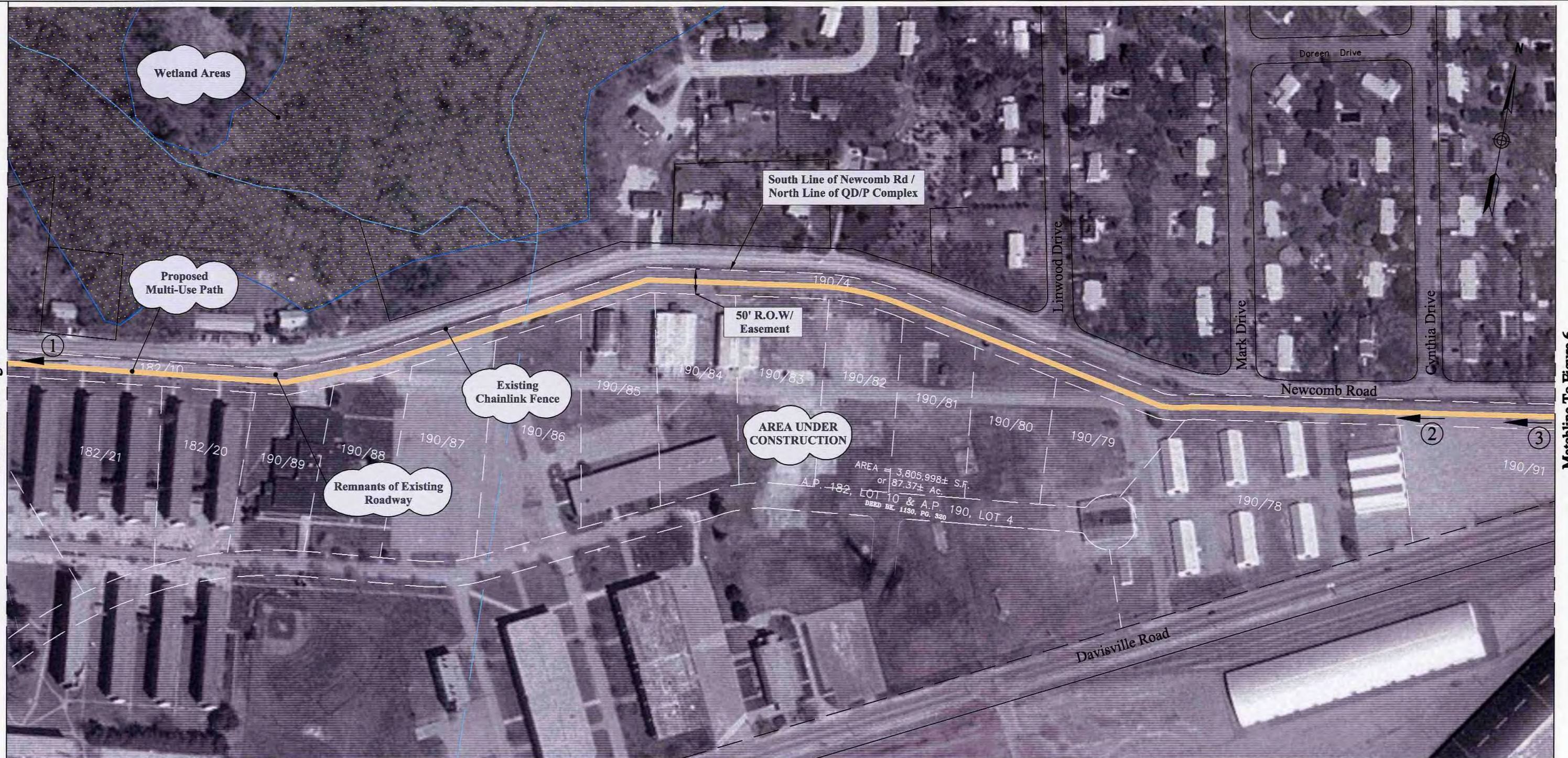
A photograph of a paved road with double yellow lines, flanked by trees and utility poles under a cloudy sky. The road curves slightly to the right in the distance. On the left side, there is a grassy area with a chain-link fence and several trees. On the right side, there are more trees and a utility pole with multiple power lines running across the top of the frame. The sky is filled with white and grey clouds.

Vanasse Hangen Brustlin, Inc.

Figure 4

**Multi-Use Path Layout Plans
Davisville / QD/P
North Kingstown, Rhode Island**

Matchline To Figure 4



Matchline To Figure 6



0 100 200 Feet

Vanasse Hangen Brustlin, Inc.

Figure 5

Multi-Use Path Layout Plans

Davisville / QD/P

North Kingstown, Rhode Island



Matchline To Figure 5



Matchline To Figure 7



Picture 1 - View of Gate Bollards @ Perimeter Road



Picture 2 - Looking West along Proposed Alignment



Picture 3 - Looking South along Perimeter Road



Picture 4 - Looking North along Perimeter Road



Vanasse Hangen Brustlin, Inc.

Figure 6

Multi-Use Path Layout Plans
Davisville / QDP
North Kingstown, Rhode Island



Matchline To Figure 6

Matchline To Figure 8

Picture 1 - Looking South along Abandoned Roadway



Picture 2 - Looking @ Fletcher/Newcomb Intersection



Picture 3 - Typical View Looking South along Newcomb Rd



Picture 4 - Typical View of Cleared Path

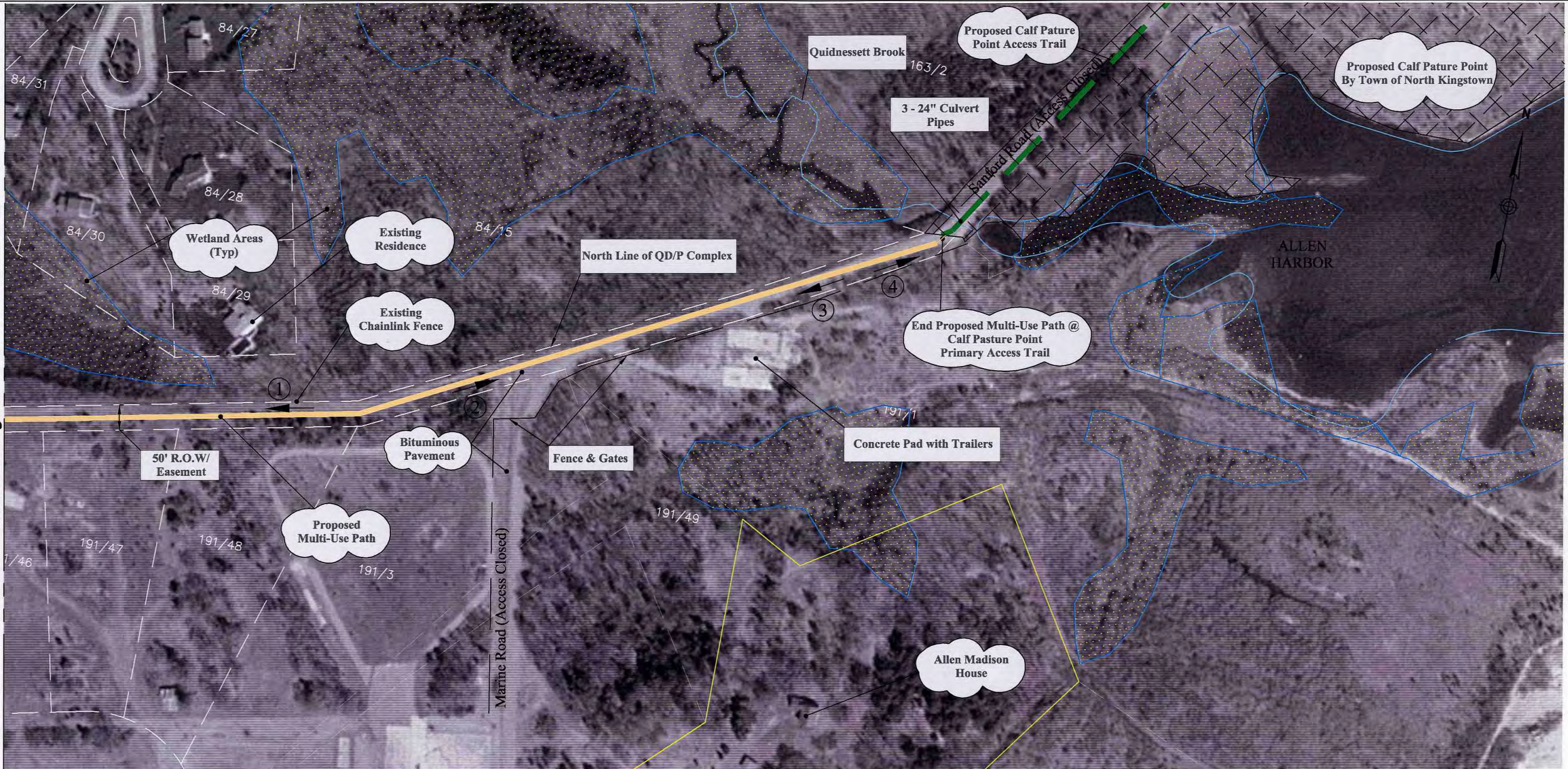


0 100 200 Feet

Vanasse Hangen Brustlin, Inc.

Figure 7
Multi-Use Path Layout Plans
Davisville / QD/P
North Kingstown, Rhode Island

Matchline To Figure 7



Picture 1 - Looking West along Cleared Path



Picture 2 - Existing Pavement near Marine Road



Picture 3 - Existing Pavement along Proposed Alignment



Picture 4 - Looking Northeast @ Limit of Proposed Path



0 100 200 Feet

Vanasse Hangen Brustlin, Inc.

Figure 8

Multi-Use Path Layout Plans
Davisville / QD/P
North Kingstown, Rhode Island

Topographic and Structure Constraints

Due to the unique condition of the site, the current construction activities and the planned redevelopment of much of the proposed corridor, few topographic constraints are present along the proposed route.

One specific constraint to be addressed is the path geometrics at the turn adjacent to the Newcomb Road/Perimeter Road/Davisville Road intersection. At this location the land area of the QD/P complex is briefly gapped by the confluence of the roadway Right-of-Ways for Newcomb Road and Davisville Road. This gap in the QD/P complex creates a gap along the 50-foot easement established for the multi-use path. Therefore, portions of the existing roadway Right-of-Ways must be utilized for the path to maintain a continuous route and proceed northerly along the 50-foot easement established along Perimeter Road.

The existing swing gate preventing access between Newcomb Road and Davisville Road must be removed and a permanent barrier, such as a guardrail, constructed along Davisville Road and possibly Newcomb Road to protect and delineate the multi-use path from vehicular traffic. Connecting the path from the south side of Newcomb Road to Perimeter Road may require some geometric adjustments to the Newcomb Road pavement and the construction of a curb to separate the roadway from the path. The exact treatment along Davisville Road and the interaction of the path with Newcomb Road will be addressed once detailed survey is available.

Perimeter Road will be abandoned as a roadway upon the construction of the proposed Cross Park Road. Cross Park Road is included in the RIEDC's Master Plan and will provide access from Quonset Road to Davisville Road, where a planned traffic signal would be installed, and continue north of Davisville Road to provide access to the businesses currently located along Perimeter Road. The proposed multi-use path will utilize the existing Perimeter Road pavement and therefore the portion of Cross Park Road north of Davisville Road must be completed prior to opening the path to maintain access to the existing businesses.

The portion of Babcock Street between existing Perimeter Road and the proposed Cross Park Road will be reconfigured upon the completion of Cross Park Road. A portion of the existing pavement may be maintained and reutilized as a connecting path from the proposed on-road bike route along Cross Park Road to the proposed multi-use path along the Perimeter Road alignment.

Drainage Structures

Drainage structures exist along Newcomb Road and portions of Perimeter Road. These structures may be utilized in the devolvement of the multi-use path.

Three 24" diameter culvert pipes formed within a concrete headwall drain the Quidnessett Brook southeasterly to Allen Harbor under the Sanford Road pavement. No other bridges or significant culvert were observed along the proposed route.

Additional drainage structures may exist within the corridor limits and would be identified by a full survey. The need for additional structures and ditches due to the creation of the bike path is anticipated to be minimal and can be addressed during design.

Utility conflicts

Some existing utility facilities exist at various locations within the study area. No significant utility conflicts were identified along the proposed multi-use path corridor. For utility correspondence see Appendix.

Gas mains are located along the east line of Newcomb Road from Fletcher Road to Davisville Road and along the south side of Newcomb Road from Perimeter Road to the Post Road intersection. The gas mains are not expected to conflict with the proposed multi-use path.

Overhead electric transmission wires exist along the north side of Newcomb Road from Post Road to approximately Mark Drive. The pole run switches to the south side of Newcomb Road near Mark Drive and continues to Perimeter Road. Overhead electric transmission wires exist along the east side of Perimeter Road. The overhead wires along Newcomb Road and Perimeter Road are not expected to conflict with the multi-use path, however the Perimeter Road pole run could be considered for relocation to the proposed Cross Park Road for both maintenance and aesthetic purposes.

An overhead electric transmission line runs along the west side of Sanford Road, crossing the proposed corridor and continues southwesterly towards Marine Road. No conflicts with this utility line are anticipated.

An existing fire hydrant, located where Newcomb Road turns from an east-west roadway to a north-south roadway, may need to be relocated to accommodate the final path geometry. Other fire hydrants identified in the field along Perimeter Road and the east-west segment of the path east of Perimeter Road may require modifications to be accessible.

Additionally, sewer and water main facilities, including valves and manholes may exist along the route. Relocation of these facilities is not anticipated beyond adjustment of structure covers. Should relocations be required it will be addressed during the design phase.

Property Owners & Right-of-Way Constraints

The entire corridor proposed for the multi-use path is contained within a 50-foot buffer and bike path right-of-way and utility easement which borders the south line of Newcomb Road from Post Road to Perimeter Road, the east line of Newcomb Road from Davisville Road to Fletcher Road, and bordering the north line of the Quonset Davisville Port and Commerce Park complex from Newcomb Road to Allen Harbor. The north line of the Quonset Davisville Port and Commerce Park (QD/P) complex from Newcomb Road to Allen Harbor is also the north line of Plats 191 and 194 of the Town of North Kingstown's Tax Assessor maps. The Tax Assessor Maps detailing the location of the corresponding lot numbers are also provided in the Appendix.

The RIEDC has established this 50-foot easement for the multi-use path on their Master Plan and would retain the ownership of the land. The anticipated limits of the easement and the adjoining lots associated with the re-subdivision of the QD/P complex north of Davisville Road are detailed on the Development Plan titled 'Executive Plaza' dated December 14, 2001 and Development Plan titled 'North Davisville' and stamped the Final Draft (See Appendix for Development Plans). The lot layout east of Newcomb Road has been recorded with the Town of North Kingstown, however the lots located south of Newcomb Road have not been recorded. Officials with the RIEDC state that the layouts of the lots are subject to change as the RIEDC further refines the redevelopment plan.

Currently the entire area of the 50-foot easement within Plats 182, 190 and 191 and defined on the Development Plans as Plat 182 Lot 10, Plat 190 Lot 4, and Plat 191 Lot 56 is owned by the RIEDC. The United States of America is listed as the owner of the portion of this right-of-way described as Plat 194, Lot 13. Abutting owners along the 50-foot easement include the Town of North Kingstown, which owns the local roadway Newcomb Road and the State of Rhode Island, which maintains Davisville Road. The RIEDC currently owns all the abutting land lying within Plats 182, 190, 191 and 194, except for Plat 191, Lot 3, which is owned by the United States of America.

The third segment of the proposed path, from the Fletcher Road intersection east to Allen Harbor, abuts a residential area to the north with several privately owned parcels. These parcels are located on Plat 84 and include the residences on Lot 3, Lot 10 and Lot 44 all of which are privately owned. In addition, Lot 15 on Plat 84 abuts the eastern portion of the third segment of the proposed path and is recorded as 'Common Open Space', and is owned jointly by the surrounding residential property owners.

In the area where Newcomb Road turns from an east-west direction to north-south direction, the continuation of the multi-use path from south of Newcomb Road to Perimeter Road will require the dual use of the public right-of-way's established for Newcomb Road and possibly Davisville Road. The construction of the multi-use

path through this area should not interfere with the safety and operations of traffic along the roadways. Additional roadside improvements, including curbing, guard rails and signing, may be required to delineate the path and protect the various users.

Traffic/Safety Issues

A major objective in the development of multi-use paths and bicycle routes as transportation alternatives is the provision of high safety standards. The proposed multi-use path's interaction with the intersecting roadways was studied to determine the appropriate treatment for each location based upon traffic volumes, travel speeds and sight lines.

The proposed multi-use path is planned to begin at the southeast quadrant of the Newcomb Road intersection with Post Road. This intersection is under traffic signal control, with sidewalks at all four quadrants and pedestrian crosswalks across the north, east and west approaches. The users of the proposed path would be able to safely access the path at this location with the protection of the traffic signal.

Under the current Master Plan for the redevelopment of the QD/P complex, the proposed multi-use path does not intersect with any other roadways, however additional access points along the path should be incorporated into the final improvement to allow the maximum number of users to utilize the path. These access points should occur at clearly marked locations with crosswalks, signing, pedestrian landing areas and accessible curb cuts included. The access points to the path must also be located and designed to ensure adequate sight lines exist for both the motorist and the users of the path.

At all access points a minimum sight distance equal to the Stopping Sight Distance required for vehicular traffic at the design speed, as listed in AASHTO-Geometric Design of Highways and Streets (2001) Exhibit 3-1 (See Appendix), should be provided. For crossing Newcomb Road, with a posted speed of 25 mph and utilizing a design speed of 35 mph, the sight distance available should be a minimum of 250 feet. An independent study of pedestrian crossing sight distances titled 'Trail Intersection Design Guidelines' by Wayne Pein is referenced (See Appendix) for determination of desired sight distances for bicycle and pedestrian traffic crossing a roadway. These sight distances are based upon 3 seconds of perception and reaction time and a walking rate of 3.5 feet per second. Combining the street width and vehicle design speeds yields a desired crossing sight distance of 585 feet.

Suggested locations for access points along the proposed multi-use path include at the Newcomb Road intersections with Fischer Drive, Lea Drive and Fletcher Road, as well as at the point where Newcomb Road turns from an east-west direction to north-south direction. This would provide frequent but controlled access to the path without interrupting the flow of traffic on the path too often while allowing users to

minimize their need to travel along the roadway system before accessing the path. At the proposed access point at Fischer Drive, crosswalks and curb cuts are required due to the presence of sidewalks. At the remaining locations signs should be erected along Newcomb Road, Potter Road and Fletcher Road to warn motorists of the potential conflict. The exact number, frequency and location of the access points should be determined during the design phase once more accurate survey is available.

Intermodal Opportunities

Various modes of transportation available near and around the multi-use path corridor were evaluated to identify and optimize potential connections with the multi-use path. Facilitating inter-modal opportunities provides greater exposure and increases the ability for the multi-use path to be utilized as a transportation link and provides relief to constrained roadways and parking facilities.

The surrounding roadway network offers the area residents several connections to the proposed multi-use path. In addition, the development of parking facilities for both bicycles and automobiles along the bike path would allow regional users to utilize the various segments of the path as a destination.

Currently the RIEDC master plan for the QD/P complex does not include the development of parking facilities specifically for the multi-use path. Several lots within the complex north of Davisville Road may be considered for parking lot purposes, however the exact uses are not determined at this time. Development of parking facilities near access points of the multi-use path should be pursued.

The Town of North Kingstown has included a parking facility at the entrance to Calf Pasture Point as part of their plans for the development of this area. As the two path facilities would be connected such a parking lot would be available for users of both paths. On street parking along various local roadways is allowed, however reliance upon these spaces should be discouraged to avoid conflict with the local residents.

The proposed land use for the majority of the QD/P complex is generally Office/Research and Development and Industrial, which would require minimal direct access to the proposed path. However unique land uses such as the Seabee Museum and Memorial Park and the Allen Madison House provide the opportunity for the path to be utilized as both a transportation option, as well as, a recreational compliment for the visitors of these establishments. Direct connections to the multi-use path should be considered in the development of plans for the Seabee Museum and Memorial Park and the Allen Madison House. In addition, on-road connections from the various roadways developed within the QD/P complex should be incorporated at strategic locations to maximize the ability to access the path from within the QD/P complex.

At various access points along the proposed path, opportunities exist for trailhead facilities with bike racks, signing detailing the path and area attractions. All entrances to the multi-use path should be signed and clearly marked.

Transit Connections

Existing transit facilities within the Davisville area includes the Rhode Island Public Transit Authority (RIPTA) Line #14 bus route, the Quonset State Airport and a number of railroad mains traversing the area. Due to the unique nature of the surrounding land and the active state of development occurring throughout the area, various modes of transportation and transit connections are under consideration to accommodate the generated demand. The exact nature and scope of the facilities ultimately developed is currently unknown.

The Quonset Davisville Port and Commerce Park Master Plan references various other planned and potential transit opportunities throughout the complex, including expanded RIPTA services, a water ferry with service to Newport and Providence, a commuter rail with bus shuttle service at an intermodal center in West Davisville, and a passenger transit center near Route 1 and Route 403 interchange for buses, commuter vans, shuttle buses, bicycles and parking. The Master Plan emphasizes the need to develop and use such transit options in combination with pedestrian and bicycle facilities to reduce the number of vehicle trips and parking demands within the complex.

The RIPTA bus line #14 passes the proposed path on Post Road providing service between Providence and Narragansett. RIPTA services to the Davisville area could expand as the QD/P complex grows and with the completion of an intermodal center in West Davisville. RIPTA operates a program called Rack n' Ride where, free of charge, riders may transport their bicycle on the buses. This service expands the ability for people to utilize the proposed multi-use path as a transportation alternative to access the surrounding attractions without the need to drive and occupy parking spaces. The combination of sidewalks and roadways suitable for bicycle traffic within the developing QD/P complex will provide visitors with additional transportation options.

The Master Plan for the QD/P recommends an intermodal center in West Davisville to be located adjacent to the Amtrak railroad line and Davisville Road. The center could provide commuter connections to the proposed path from the railroad lines, the adjacent roadways of Route 4, Route 403 and Davisville Road, and with the completion of relocated Route 403, a potential on-road bike route along the old Davisville Road (Devils Foot Road). Bus shuttle service may be included with the intermodal center as well. Currently an intermodal center at this location is not included in the State's Ground Transportation Plan for 2020.

The Quonset State Airport, a small airport serving military and civilian aviation needs, is located immediately south of Davisville Road. This airport serves as the base of operation for the 143rd Airlift Wing of the Rhode Island Air National Guard

and the Rhode Island Army National Guard. The value of the proposed multi-use path's proximity to the airport is estimated to be negligible.

Bike Routes

Existing bikeways in and around the Town of North Kingstown can provide transportation alternatives for the residents and visitors of the community. Bike paths and trails improve access to open spaces and recreational facilities, commercial areas, and other neighborhoods and serve as a recreational facility for the area residents. Existing bicycle facilities in and around the Davisville area in the Town of North Kingstown are illustrated in the 'Guide to Cycling in the Ocean State' map provided in the Appendix.

There are currently no dedicated bike paths within the Davisville area. The Town of North Kingstown is developing a Master Plan for Calf Pasture Point to enhance access to the natural attractions near Allen Harbor and the Narragansett Bay with numerous trails accessing a number of recreational amenities. The primary access trail to Calf Pasture Point would begin at the terminus of the proposed multi-use path through the QD/P complex. (See the Appendix for additional details of the planned Calf Pasture Point project)

The Master Plan for the QD/P currently supports the development of a number of on-road bike routes in addition to the multi-use path proposed along the northern edge of the complex (See the Appendix for plans of the QD/P complex). These routes include a designated on-road bike route along the proposed Cross Park Road, which traverses the center of the entire Quonset Davisville Port and Commerce Park. The proposed route would begin near Kiefer Park and continue north passing the golf course, additional open space areas, and have crossings at Roger Williams Way and Davisville Road. The route would ultimately connect to the proposed multi-use path via a path extension, potentially utilizing the existing pavement for Babcock Street. The connecting path would require stop control and a crosswalk at the end of Cross Park Road.

A second path detailed in the Master Plan would be an on-road route along Devils Foot Road starting at Post Road and continue west, potentially providing a bike route connection to any future intermodal center developed in West Davisville. This route becomes feasible upon the completion of the relocation of Route 403, as the roadway traffic along Devils Foot Road will be significantly reduced.

A third route included in the Master Plan would connect the multi-use path to Davisville Road and potentially access near one of the planned intermodal centers.

The existing geometry of Fletcher Road was evaluated to determine if an on-road bike route along Fletcher Road is feasible. A survey of the available lane and shoulder widths revealed that a significant widening of Fletcher Road would be required to provide the necessary widths for a bike route. The impacts of widening the roadway would result in the loss of several field stone walls and the need for new

retaining walls to support the widened pavement. Due to the costs associated with addressing these issues, the creation of an on-road bike route along Fletcher Road is not recommended at this time.

Environmental Impacts

Environmental data was collected from a variety of sources and utilized to evaluate the potential impacts from the development of the proposed multi-use path. The analysis of the route is based upon this data. The coordination and additional environmental data is presented in the Appendix.

A summary of the overall involvement and potential environmental impacts of the proposed multi-use path is discussed below.

Farmland Impacts

The *Soil Survey of Rhode Island* (Rector, 1981) identifies the following soil map units along the project alignment:

Table 2
Soil Map Units

Map Unit Name	Prime Farmland	Approximate Length (ft)
Carlisle muck	No	400
Hinckley gravelly sandy loam, rolling	Yes	1,100
Matunuck mucky peat	No	900
Merrimac sandy loam, 0-3%	Yes	2,200
Merrimac sandy loam, 3-8%	Yes	2,000
Merrimac-Urban land complex	No	2,700
Newport silt loam, 0-3%	Yes	750
Newport silt loam, 3-8%	Yes	850
Newport-Urban land complex	No	1,100
Pittstown silt loam, 0-3%	Yes	275
Pittstown silt loam, 3-8%	Yes	650
Quonset gravelly sandy loam, rolling	Yes	500
Udorthents-Urban land complex	No	700
Urban land	No	300
Walpole sandy loam	Yes, where drained ¹	60

¹ Refers to artificial drainage installed in agricultural fields.

Prime farmland soils are mapped along the project alignment, however, no areas of active farmland within or immediately adjacent to the alignment were observed during the Site inspection. There will be no impact on prime farmland as a result of the Project.

Relocation Impacts and Right-of-Way Acquisition

The Project is located along existing paved roadway or abandoned roadways. Most of the work associated with the Project will occur within this existing roadway. The RI Economic Development Corporation (RIEDC) owns the entire project corridor within the former Quonset Point Naval Base. The RIEDC has proposed a 50-foot easement off the perimeter fence for a multi-use bike path.

Considerations Relating to Pedestrians and Bicyclists

Access to the proposed multi-use trail alignment is presently restricted, and will not be an issue during construction of the multi-use trail. Upon completion of the multi-use trail pedestrians, bicyclists and roller bladers would have access to the path and the path will be handicapped accessible in accordance with the Americans with Disabilities Act.

Air Quality Impacts

The Project does not involve any action which will significantly increase traffic volumes within the area, or result in any significant changes in usage. Accordingly, the project does not have the potential to cause new air quality standard violations.

Much of the work would involve clearing of overgrown vegetation, pavement rehabilitation and marking without substantial earthwork.

Fugitive dust will be suppressed during the construction phase of the project through the application of water or other approved methods.

Air quality analysis has not been performed as part of this Environmental Evaluation.

Noise Impacts

No sensitive noise receptors were identified in the vicinity of the proposed multi-use trail that would be impacted by the proposed Project. The surrounding development includes mixture of commercial, residential, institutional uses, and wetland and forested land. The Project will occur (substantially) within a proposed easement, which would encompass existing roadway segments along the perimeter fence of the former Naval Construction Battalion Center. Only limited clearing and grading efforts would be required to construct the project. Any noise impacts associated with construction will be short term. Construction operations will be restricted to 7AM to 5PM, Monday through Saturday.

Water Quality Impacts

The Rhode Island Department of Environmental Management (RIDEM), Office of Water Resources identifies groundwater along the Project alignment as Class GB. GB groundwater areas may not be suitable for drinking water use without treatment due to known or presumed degradation. The Project will not impact groundwater.

The proposed multi-use trail will follow an existing roadway or abandoned roadways network and result in minimal soil disturbance.

Sedimentation and erosion controls will be utilized during construction to prevent turbid discharges into the storm sewer system and waters of the state.

Wetlands

There are state and federal regulated wetlands located adjacent to the Project corridor. According to the Freshwater Wetlands Jurisdictional Boundary for North Kingstown (<http://www.narrbay.org/mapping/crmc-juris/view/nkin.jpg>) the project alignment passes through both the RIDEM and Coastal Resources Management Council (CRMC) jurisdiction. These wetlands are also regulated by the Army Corp of Engineers (ACOE). The project will require wetland permitting.

The CRMC *Rules and Regulations Governing the Protection and Management of Freshwater Wetlands in the Vicinity of the Coast* specify which agency will handle road and utility projects that fall on the jurisdictional line. On the rare occasion that an application for a project straddles the line, the agencies have agreed to decide on a case-by-case basis whether one agency or both agencies should review the project. When planning for a project that straddles the line, a request should be submitted to the CRMC for the clarification of regulatory jurisdiction. CRMC will be the gatekeeper for these projects, will coordinate with the RIDEM, and will notify the applicant of the appropriate review agency.

Wetlands and their existing crossings identified during a site visit on July 9, 2003 are detailed as follows:

- South of Candlewood drive, forested wetlands abut the toe of fill associated with the perimeter fence north of the project alignment.
- Salt marsh is located surrounding Allen Harbor. Salt marsh extends west and north of the project alignment via culverts under the existing road that maintain tidal flows to support these marshes. Quidnessett Brook flows southeast through one of the culverts and into Allen Cove.

Wetland alteration may be needed to complete the project. Wetland impacts can be avoided or minimized through the use of design measures such as bridges, arch culverts, and retaining walls along the proposed alignment.

Floodplain Impacts

The majority of the Project Alignment is located within Zone C, as indicated on Federal Emergency Management Agency Flood Insurance Rate Mapping for the Town of North Kingstown, Rhode Island (Community Panel Number 445404 0005 B; Map revised February 16, 1983). Zone C is defined as “Areas of minimal flooding.” The final segment of the project alignment is within an area designated as Zone A13, an area of the 100-year flood with base flood elevation 14. One additional segment of the path is within Zone A south of Candlewood Drive.

Any of the proposed improvements that will impact flood storage will be required to be mitigated with a net zero flood storage loss unless the area is subject to coastal flooding.

Coastal Impacts

The Coastal Resources Management Program (CRMP) classifies Allen Cove as Type 3 “high intensity boating” Waters.

Coastal salt marsh is located north and south of the existing paved road. The project will have no impact on existing shorelines or water use classifications since the multi-use trail follows a developed corridor.

Threatened or Endangered Species

The construction of the multi-use trail will take place within an existing network of paved roads.

A review of the available Natural Heritage Program mapping of the area surrounding the project alignment with RIGIS rare species coverage indicates no estimated habitat and range of rare species or a noteworthy natural community.

VHB has coordinated with the Rhode Island NHP and the United States Fish and Wildlife Service (USFWS) regarding the presence of state- and federal-listed rare, threatened or endangered plant or animal species in or along the Project alignment. The USFWS has indicated that no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the USFWS are known to occur in the project area (refer to attached correspondence). No further coordination is necessary with the USFWS. The NHP has indicated that there are no state-listed rare or endangered species or exemplary natural community types known to occur in the vicinity of the Project (refer to attached correspondence). No further coordination is necessary with the NHP.

Historic and Archaeological Preservation

In accordance with current RIDOT policy, the RIDOT coordinates directly with the Rhode Island Historic Preservation and Heritage Commission regarding properties listed on or eligible for listing on the National or State Registers of Historic places.

The Allen Madison House is listed on the State of Rhode Island's Historical Preservation and Heritage Commissions National Register.

Hazardous Waste Sites

A review of federal and state environmental databases was conducted with an Environmental FirstSearch Report (attached) and is summarized here to help identify properties in the vicinity of the Project alignment that have had a release or threat of release of oil and/or hazardous materials. VHB reviewed sites from the National Priority List (NPL), the Resource Conservation and Recovery Act (RCRA) Corrective Action Sites (COR), RCRA Generators (GEN), Transportation, Storage Disposal Facilities (TSD), the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), State Sites, Emergency Response Notification System (ERNS), No Further Remedial Action Planned (NFRAP), Underground Storage Tanks (USTs), Leaking USTs (LUSTs) and Solid Waste landfills (SWLs) within the standard ASTM search radii of the project site. Non-geocoded sites are sites with minimal address information that may be located in close proximity to the subject Site. VHB noted that none of the non-geocoded sites appeared to be located within 500-feet of the Project alignment.

The Project alignment was identified in the NPL, State Sites, SPILLS and UST database search. No ERNS or SWLs were listed within the specific search distances. Facilities located within the specified search radius included two NPL Sites, 11 CERCLIS Sites, three NFRAP Sites, two RCRA TSDs, one RCRA COR, 11 RCRA GEN, 30 State Sites, three Spill Sites, four REG UST s and six leaking USTs. Based on the findings of the database review, VHB recommends reviewing select files at the RIDEM. Please refer to the attached Environmental FirstSearch Report for details of the full results.

Construction Impacts

Construction of the Project will not result in disruption of traffic access, as the work will take place on private property.

Construction related noise will be limited to normal work hours, typically between 7:00 AM and 5:00 PM. Dust control may be required that would consist of water sprinkling and similar methods. Impacts to water quality within the work area will be minimized by the implementation of soil erosion and sedimentation control best management practices.

Visual Impacts

The project consists of constructing a paved multi-use trail along an existing corridor. The Project may require limited vegetation clearing and trimming. The limited clearing and trimming of vegetation will be a temporary impact. The project will not result in any permanent visual impacts.

Public Facilities

No public facilities exist in the direct vicinity of the project alignment.

Maintenance Responsibility

A maintenance agreement may be required to ensure proper maintenance of the proposed facility. Maintenance agreements between RIDOT, RIEDC and/or the Town of North Kingstown will be developed should the project proceed to final design. Maintenance responsibility by the Town of North Kingstown is subject to future Town Council discussions.

**Proposed
Multi-Use Path**

Proposed Multi-Use Path

For this project to advance beyond the Study and Development phase, extensive coordination and support from the Town of North Kingstown and the Rhode Island Economic Development Corporation will be required. The purpose of this report is to document the proposed improvements, environmental constraints and estimated construction costs so all the pertinent information is available to both local and state decision makers. Inclusion of this project in the TIP will be necessary to advance this project into engineering.

The various impacts and mitigation efforts to minimize the impacts resulting from the development of the multi-use path along the 2.5-mile corridor result in the conclusion of an alignment and associated improvements. These improvements maximize the benefits of the proposed multi-use path and provide the best overall solution to achieve the goals of the Town of North Kingstown and the Rhode Island Economic Development Corporation (RIEDC).

Due to the unique status and constant adjustments being made to the Quonset Davisville Port and Commerce Park (QD/P) Master Plan, the Calf Pasture Point project and the area roadways, many of the recommended improvements may not be warranted until certain development milestones are achieved. However the multi-use path can be constructed and utilized prior to the completion of these complementary improvements. The utilization and value of the path to the community will continue to be bolstered as the developments within the QD/P complex occur and vice versa.

The following discussion details the proposed multi-use path improvements. Subsequent improvements to enhance the access, connectivity, and utilization of the path with the potential surrounding developments are also discussed and should be refined as additional reports and plans become available.

Proposed Improvements

The alignment of the proposed multi-use path follows the 50-foot buffer and bike path right-of-way and utility easement corridor established on the Development Plan titled 'Executive Plaza' dated December 14, 2001 and Development Plan titled 'North Davisville' and stamped the Final Draft (See Appendix for Development Plans). This alignment follows the northern and western limits of the QD/P complex north of Davisville Road. The proposed path begins at the southeast quadrant of the Post Road intersection with Newcomb Road and terminates at the Allen Harbor, where the Town of North Kingstown's Calf Pasture Point primary access trail begins.

The removal of the remnants of the Quonset Naval Air Station and the Davisville Naval Construction Battalion Center located within the 50-foot corridor must be completed prior to the construction of the path. The existing pavement of Perimeter Road, which extends from Davisville Road to approximately 2,200 feet north of Davisville Road, and other sections of existing pavement along the corridor can be resurfaced or reconstructed for use as the multi-use path pavement. The additional width that is not necessary for the path's use should be removed.

The typical section of the proposed multi-use path is a 12-foot wide paved path with 2-foot wide gravel shoulders at 6:1 slopes or flatter. The profile and all connecting elements of the path shall be constructed to meet the requirements of the Americans with Disability Act. Landscaped plantings are proposed for the immediate adjoining area within the 50-foot right-of-way corridor. The Phase I landscaping improvements are already in place along portions of Newcomb Road (See Appendix for typical detail). The existing chain link fence bordering Newcomb Road, approximately 8,900 feet, should be removed and delineation of the path should incorporate the use of split rail fence, landscaping, and other more aesthetic means to control access and define the path limits adjacent to the roadway.

The existing chain link fence located east of Fletcher Road along the north side of the corridor should be retained to separate the private residences property located north of the path. The path's alignment can be shifted south within the 50-foot right-of-way to minimize the aesthetic impacts of the fence remaining. Additional landscaping and fencing needs through this segment of the path are dependent upon the specific land uses implemented adjacent to the path.

The proposed multi-use path is fully unencumbered by at-grade road crossings. Several access points to be located along the route are intended to maximize access without impeding the users on the path. Access points are recommended at the Newcomb Road intersections with Post Road, Fischer Drive, Lea Drive and Fletcher Road, as well as, at the bend in Newcomb Road from an east-west to a north-south roadway, at the termination point near Allen Harbor, and the connecting path from Cross Park Road. The development of access points should include installation of warning signs along Newcomb Road and the intersecting roadways to alert motorists of the potential conflict, as well as, signs and pavement markings along the path to alert the users of entering and exiting path traffic. A wide paved landing area must be incorporated at each access point to provide sufficient room for users to wait prior to entering and exiting the path. Due to the presence of sidewalks at Fischer Drive, crosswalk pavement markings and accessible sidewalk ramps should be installed across Newcomb Road. At all locations where access to the path is provided minimum sight distances shall be provided and additional paved areas shall be constructed to provide a refuge for entering and exiting users. Bike racks and path route signs should be incorporated at access points whenever possible. Protective collapsible bollards should be erected at the access points to prevent unauthorized motor vehicles from entering the path.

Upon the completion of Cross Park Road with the on-road bike route, a connecting path providing access to the multi-use path should be constructed, utilizing a portion of the existing pavement of Babcock Street. The connection to the Devils Foot Road on-road bike path can be accommodated by erecting signs at the Post Road intersection with Newcomb Road directing users to the continuing paths. Connections to the Calf Pasture Point primary access trail shall be provided upon the completion of Calf Pasture Point project by the Town of North Kingstown.

At the bend in Newcomb Road from an east-west to a north-south roadway, minor modifications to the Newcomb Road curb line, the removal of the movable gate and bollards, and improvements to the roadside features are required to provide a continuous path between the Newcomb Road and Davisville Road roadways. A roadside barrier warrant analysis must be performed to determine the specific treatments required along Davisville Road and Newcomb Road. The stop signs at the Newcomb Road approaches should be maintained.

The construction of the multi-use path and associated improvements will require upgrades, modifications and additions to the existing drainage system along the corridor. The exact nature of these improvements will be determined once detailed mapping and a drainage analysis has been performed.

The project will require wetland permitting. Any mitigation required for the construction of this multi-use path must be determined during the permitting process. Wetland alteration may be needed to complete the project. Wetland impacts can be avoided or minimized through the use of design measures such as bridges, arch culverts, and retaining walls along the proposed alignment.

Bicycles and automobile parking facilities and additional amenities such as benches, water fountains, and restrooms, can be incorporated at the trailheads at the eastern and western limit of the multi-use path. Signs informing the users of the paths route, local amenities and restrictions for use, including prohibiting motorized vehicles from the path and the hours of operation of the path, should be erected at the various entrances as is warranted.

Construction Cost Estimate

The proposed multi-use path improvement was evaluated to determine an estimate of the probable construction costs. The costs were based upon historical construction bid item costs. An estimated cost of construction for the proposed multi-use path based upon full design following AASHTO guidelines is \$1,316,000. A breakdown of the cost estimate is provided in the Appendix.

In summary, the above estimate does not include costs associated with any required environmental mitigation such as wetland impacts or hazardous material removal.

Right-of-Way Costs

The entirety of the 50-foot buffer and bike path right-of-way and utility easement is established on the current Development Plans (See Appendix) and is supported by the QD/P Master Plan. Ownership of the right-of-way area would be retained by the RIEDC. No additional cost is anticipated to complete the establishment of the 50-foot corridor for the development of the bike path.

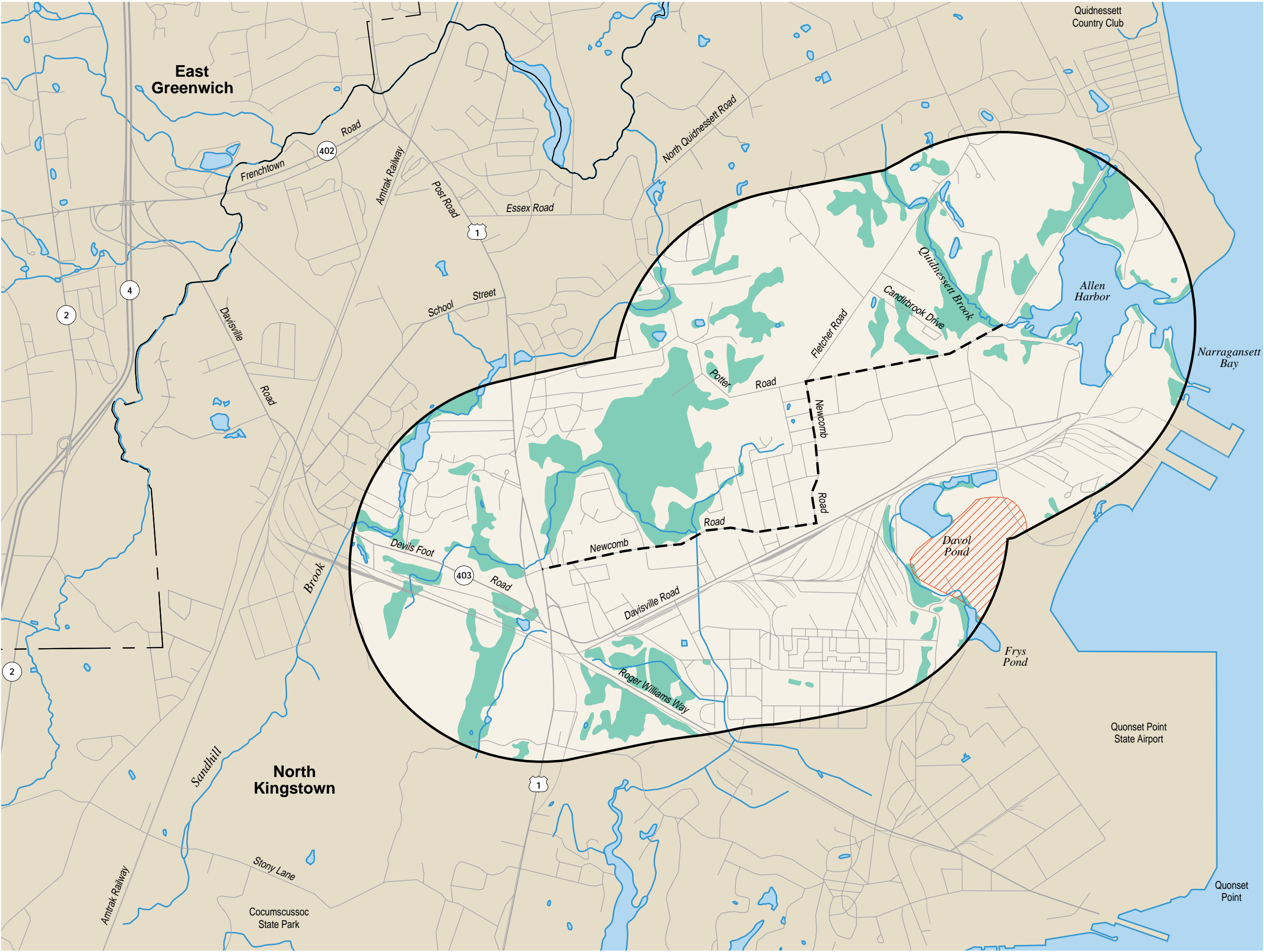
Appendix



-
- Study Area Graphics
 - Wetlands and Threatened and Endangered Species
 - Land Use/Land Cover Graphic
 - Historic and Archeological Areas
 - Floodplain Limits
 - Environmental Reports and Correspondence
 - Tax Assessor Maps
 - Development Plans
 - Executive Park
 - North Davisville
 - Roadway, Bike Routes & Transit Details
 - Relocated Route 403 Map
 - A Guide to Cycling in the Ocean State Map
 - State of Rhode Island 'Highway Functional Classification'
 - Rhode Island 'Traffic Flow Map'
 - RIPTA 'Rack n Ride' Program and Schedules
 - Correspondence & Meeting Notes
 - Vehicle Accident Summary
 - RIEDC - Quonset Davisville Port and Commerce Park Master Plan Graphics
 - Town of North Kingstown - Calf Pasture Point Graphics
 - Cost Estimate Summary
 - Crossing and Stopping Sight Distance Charts

Study Area Graphics

STUDY AREA GRAPHICS



Legend

Limits of Study Area

Proposed Bikeway Alignment

Wetland Areas

Wetlands

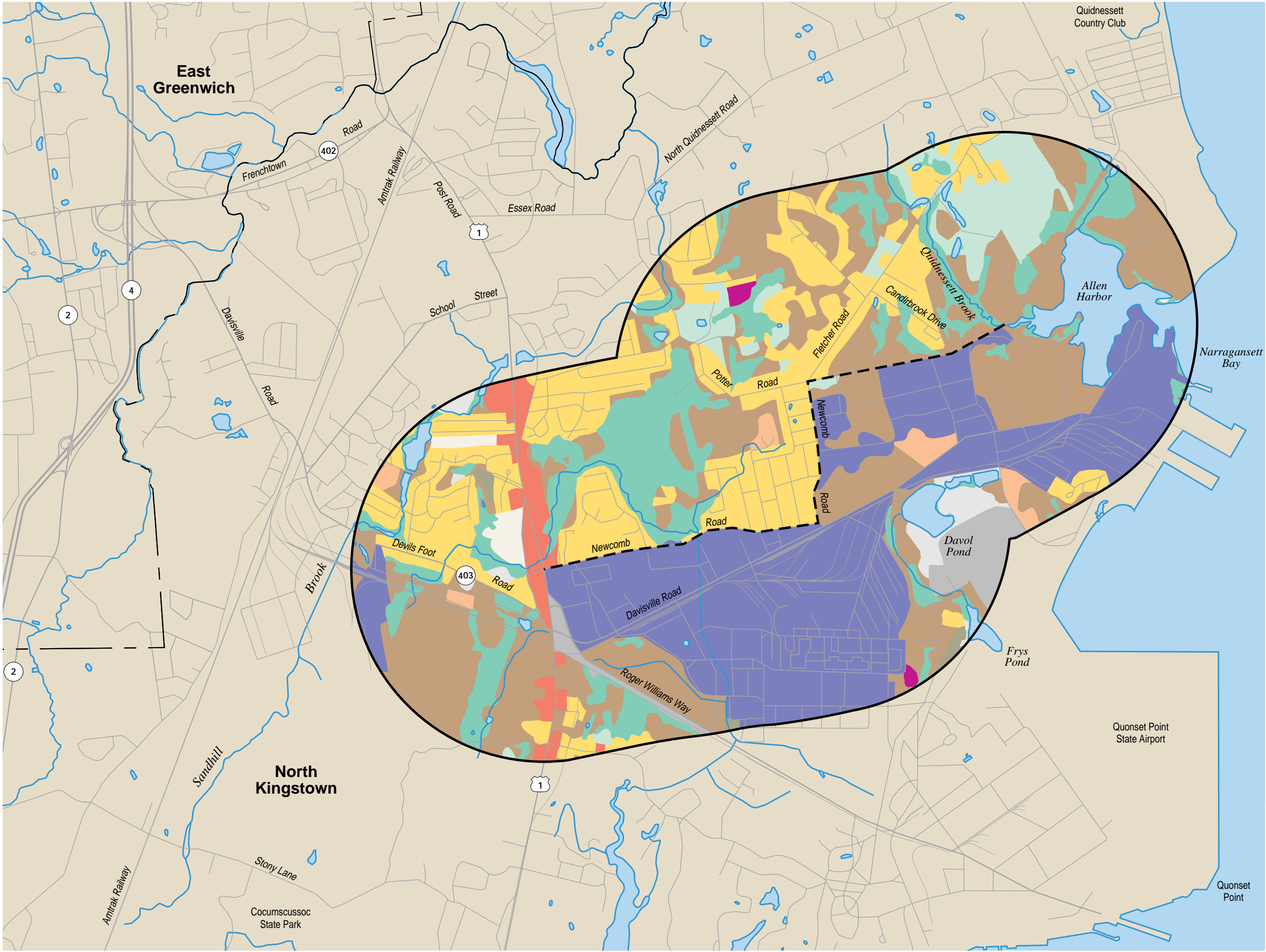
Threatened and Endangered Species



0 1000 2000 Feet
Approximate Scale

Vanasse Hangen Brustlin, Inc.

Wetland Areas and Threatened and Endangered Species
Davisville Bicycle Path
North Kingstown, Rhode Island



Legend

— Limits of Study Area
- - - Proposed Bikeway Alignment

Land Use

- Agricultural
- Commercial
- Industrial
- Institutional
- Recreation
- Residential
- Transportation
- Waste/Dump

Land Cover

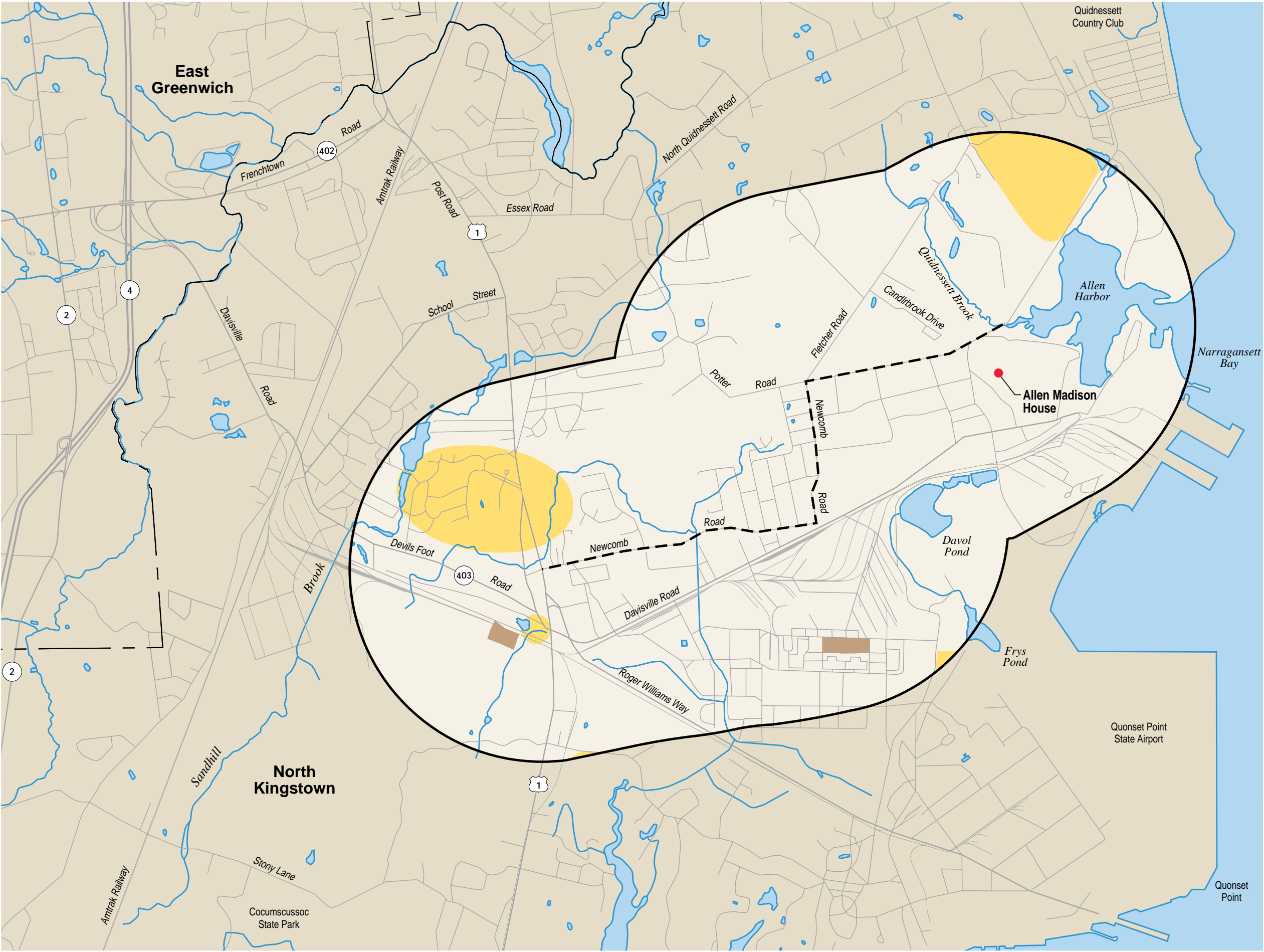
- Brushland/Forest
- Open Space/Vacant Land
- Water
- Wetlands



0 1000 2000 Feet
Approximate Scale

Vanasse Hangen Brustlin, Inc.

Land Use/Land Cover
Davisville Bicycle Path
North Kingstown, Rhode Island



Legend

Limits of Study Area

Proposed Bikeway Alignment

Historic Locations

Historic Areas

Historic Candidate

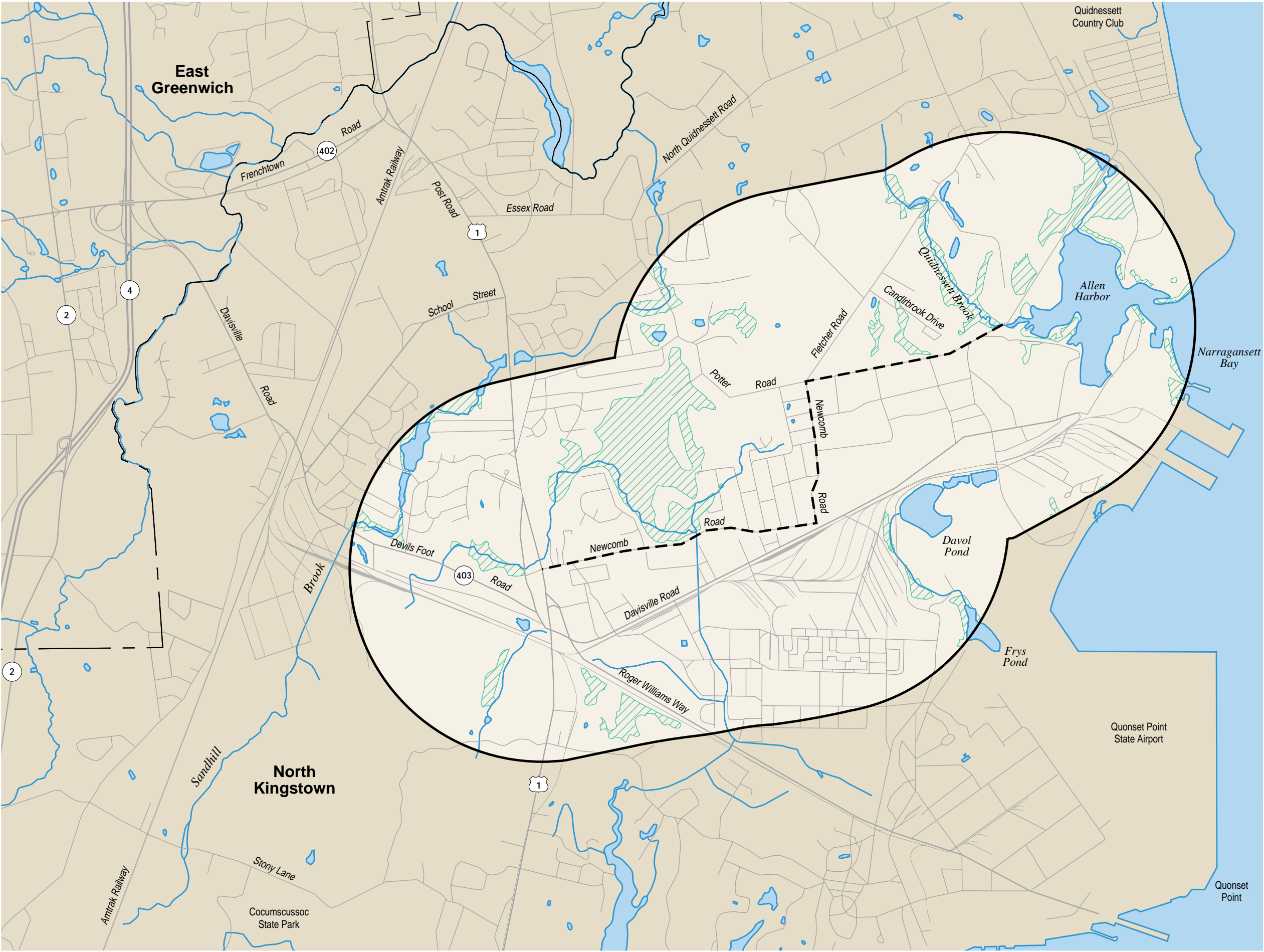
Historic Point



0 1000 2000 Feet
Approximate Scale

Vanasse Hangen Brustlin, Inc.

Historic and Archeological Areas
Davisville Bicycle Path
North Kingstown, Rhode Island



Legend

Limits of Study Area

Proposed Bikeway Alignment

Floodplain Areas

100-Year Floodplain Area



0 1000 2000 Feet
Approximate Scale

Vanasse Hangen Brustlin, Inc.

100-Year Flood Plain Areas
Davisville Bicycle Path
North Kingstown, Rhode Island

**Environmental Reports
and Correspondence**

ENVIRONMENTAL REPORTS AND CORRESPONDENCE

FirstSearch Technology Corporation

Environmental FirstSearch™ Report

TARGET PROPERTY:

NEWCOMB ROAD

NORTH KINGSTOWN RI 02852

Job Number: 71489.20

PREPARED FOR:

Vanasse Hangen Brustlin, Inc.

530 Broadway

Providence, RI 02909-1820

07-10-03



Tel: (781) 320-3720

Fax: (781) 320-3715

Environmental FirstSearch Search Summary Report

Target Site: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	05-08-03	1.00	1	1	0	0	0	1	3
CERCLIS	Y	06-09-03	0.50	0	2	4	5	-	0	11
NFRAP	Y	06-09-03	0.25	0	3	0	-	-	0	3
RCRA TSD	Y	12-09-02	0.50	0	0	1	1	-	0	2
RCRA COR	Y	12-09-02	1.00	0	0	0	1	0	0	1
RCRA GEN	Y	12-09-02	0.25	0	5	6	-	-	0	11
RCRA NLR	N	12-09-02	0.25	-	-	-	-	-	-	-
ERNS	Y	12-31-02	0.15	0	0	0	-	-	2	2
NPDES	N	04-15-03	0.25	-	-	-	-	-	-	-
FINDS	N	07-16-98	0.25	-	-	-	-	-	-	-
TRIS	N	03-07-03	0.25	-	-	-	-	-	-	-
State Sites	Y	02-24-03	0.50	1	11	10	8	-	4	34
Spills-1990	Y	01-04-01	0.15	1	2	0	-	-	0	3
Spills-1980	N	NA	0.15	-	-	-	-	-	-	-
SWL	Y	01-24-01	0.50	0	0	0	0	-	0	0
Permits	N	NA	0.25	-	-	-	-	-	-	-
Other	N	NA	0.25	-	-	-	-	-	-	-
REG UST/AST	Y	08-30-02	0.15	1	3	0	-	-	0	4
Leaking UST	Y	02-24-03	0.50	0	4	2	0	-	1	7
State Wells	N	07-11-00	0.50	-	-	-	-	-	-	-
Aquifers	N	10-21-98	0.50	-	-	-	-	-	-	-
ACEC	N	03-15-00	0.50	-	-	-	-	-	-	-
Wetlands	N	11-20-00	0.50	-	-	-	-	-	-	-
Floodplains	N	05-13-98	0.50	-	-	-	-	-	-	-
Nuclear Permits	N	04-30-99	0.50	-	-	-	-	-	-	-
Historic/Landmark	N	09-01-02	0.50	-	-	-	-	-	-	-
Federal Land Use	N	06-17-98	0.50	-	-	-	-	-	-	-
Federal Wells	N	NA	0.50	-	-	-	-	-	-	-
Releases(Air/Water)	N	12-31-01	0.25	-	-	-	-	-	-	-
HMIRS	N	05-24-02	0.25	-	-	-	-	-	-	-
NCDB	N	03-28-02	0.25	-	-	-	-	-	-	-
PADS	N	03-01-03	0.25	-	-	-	-	-	-	-
Federal Other	N	NA	0.25	-	-	-	-	-	-	-
Misc	N	NA	0.25	-	-	-	-	-	-	-
Towers	N	08-16-01	0.25	-	-	-	-	-	-	-
Soils	N	03-18-97	0.25	-	-	-	-	-	-	-
Receptors	N	01-01-95	0.50	-	-	-	-	-	-	-
- TOTALS -				4	31	23	15	0	8	81

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

***Environmental FirstSearch
Site Information Report***

Request Date: 07-10-03
Requestor Name: Chris Mazzolini
Standard: ASTM

Search Type: LINEAR
Job Number: 71489.20
Filtered Report

**TARGET ADDRESS: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852**

Demographics

Sites: 81	Non-Geocoded: 8	Population: NA
Radon: 0.3 - 20.1 PCI/L		

Site Location

	<u>Degrees (Decimal)</u>	<u>Degrees (Min/Sec)</u>		<u>UTMs</u>
Longitude:	-71.437337	-71:26:14	Easting:	296920.666
Latitude:	41.61505	41:36:54	Northing:	4609693.735
			Zone:	19

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: 0 Mile(s)	Services:																																		
<table border="1" style="width: 100%;"><thead><tr><th>ZIP Code</th><th>City Name</th><th>ST</th><th>Dist/Dir</th><th>Sel</th></tr></thead><tbody><tr><td colspan="5" style="height: 100px;"></td></tr></tbody></table>	ZIP Code	City Name	ST	Dist/Dir	Sel						<table border="1" style="width: 100%;"><thead><tr><th></th><th>Requested?</th><th>Date</th></tr></thead><tbody><tr><td>Sanborns</td><td>No</td><td></td></tr><tr><td>Aerial Photographs</td><td>No</td><td></td></tr><tr><td>Topographical Maps</td><td>No</td><td></td></tr><tr><td>City Directories</td><td>No</td><td></td></tr><tr><td>Title Search</td><td>No</td><td></td></tr><tr><td>Municipal Reports</td><td>No</td><td></td></tr><tr><td>Online Topos</td><td>No</td><td></td></tr></tbody></table>		Requested?	Date	Sanborns	No		Aerial Photographs	No		Topographical Maps	No		City Directories	No		Title Search	No		Municipal Reports	No		Online Topos	No	
ZIP Code	City Name	ST	Dist/Dir	Sel																															
	Requested?	Date																																	
Sanborns	No																																		
Aerial Photographs	No																																		
Topographical Maps	No																																		
City Directories	No																																		
Title Search	No																																		
Municipal Reports	No																																		
Online Topos	No																																		

Environmental FirstSearch Sites Summary Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

TOTAL: 81 **GEOCODED:** 73 **NON GEOCODED:** 8 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
62	SPILLS	374 PERIMETER ROAD 99-177	374 PERIMETER ROAD NORTH KINGSTOW RI 02852	0.00 --	30
1	NPL	DAVISVILLE NAVAL CONSTRUCTION BATTA RJ6170022036/FINAL	OFF SANFORD RD. NORTH KINGSTOW RI 02854	0.00 --	1
40	STATE	DISASTER TRAINING AREA DTA-SFA/INACTIVE	PERTIMETER RD & NEWCOMB NORTH KINGSTOW RI 02852	0.00 --	28
67	UST	VERMA PROPERTY 18931	300 NEWCOMB RD NORTH KINGSTOW RI	0.00 --	31
30	RCRAGN	CHARMAN EQUIPMENT COMPANY RIR000016659/SGN	151 PERIMETER RD NORTH KINGSTOW RI 02835	0.01 SE	23
2	NPL	DOD/NCBC/BUILDING W-3 DISPOSAL AREA RID981066137/PART OF NPL	CORNER OF EXETER & FOSTER STRE NORTH KINGSTOW RI 02852	0.01 SE	2
69	LUST	CITGO-ANGIES (QUONSET CITIES SERV., 2318-LS/I - INACTIVE	7000 POST ROAD NORTH KINGSTOW RI 02852	0.02 NW	27
64	UST	GETTY SERVICE STN #30612 00333	7000 POST RD NORTH KINGSTOW RI 02852	0.02 NW	27
37	STATE	RI DOT PROPOSED STATE HIGHWAY RSH7-DOT/ACTIVE	PLAT 146, LOT 61 - 7000 POST R NORTH KINGSTOW RI 02852	0.02 NW	27
38	STATE	RI DOT PROPOSED STATE HIGHWAY 7 PSH7-DOT/ACTIVE	PLAT 146, LOT 61 - 7000 POST R NORTH KINGSTOW RI	0.02 NW	27
16	NFRAP	DISASTER TRAINING AREA RID981064298/NFRAP-N	QUIDNESSETT AND NEWCOMB ROAD NORTH KINGSTOW RI 02852	0.02 SE	14
41	STATE	DISASTER TRAINING AREA DTA-FUDS/INACTIVE	OFF QUIDNESSETT ROAD NORTH KINGSTOW RI 02852	0.02 SE	14
71	LUST	STAR TEXACO 2317-LS/I - INACTIVE	RTE 1A, SEABER BELL NORTH KINGSTOW RI 02852	0.03 SW	19
61	SPILLS	TEXACO 94-087	7025 POST ROAD NORTH KINGSTOW RI 02852	0.03 SW	19
23	RCRAGN	TEXACO SERVICE STA RID987471273/SGN	7025 POST RD NORTH KINGSTOW RI 02852	0.03 SW	19
65	UST	TEXACO SERVICE STATION 00437	7025 POST RD NORTH KINGSTOW RI 02852	0.03 SW	19
72	LUST	TEXACO STATION/STAR ENTERPRISE 2319-LS/I - INACTIVE	7025 POST ROAD NORTH KINGSTOW RI 02852	0.03 SW	19
14	NFRAP	CLOTHING & WOOD BURN AREA RID981064231/NFRAP-N	OFF QUIDNESSETT ROAD NORTH KINGSTOW RI 02852	0.04 NE	12
43	STATE	CLOTHING AND WOODBURN AREA CWA-SFA/INACTIVE	OFF QUIDNESSETT ROAD NORTH KINGSTOW RI 02852	0.04 NE	12
42	STATE	CLOTHING AND WOODBURN AREA CWA-DOD/INACTIVE	OFF QUIDNESSETT ROAD NORTH KINGSTOW RI 02852	0.04 NE	12
44	STATE	DAVISVILLE NIKE LAUCH (PR-58L) 58L-FUDS/ACTIVE	OFF QUIDNESSETT ROAD NORTH KINGSTOW RI 02852	0.04 NE	4

Environmental FirstSearch Sites Summary Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

TOTAL: 81 **GEOCODED:** 73 **NON GEOCODED:** 8 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
4	CERCLIS	DAVISVILLE NIKE LAUNCHER AREA RID981064355/NOT PROPOSED	OFF QUIDNESSETT ROAD NORTH KINGSTOW RI 02852	0.04 NE	4
45	STATE	DAVISVILLE NIKE LAUNCHER AREA 58L-SFA/ACTIVE	OFF QUIDNESSETT ROAD NORTH KINGSTOW RI 02852	0.04 NE	4
9	CERCLIS	DOD/NCBC/CED ASPHALT DISPOSAL AREA RID981066269/PART OF NPL	OFF SANFORD ROAD NORTH KINGSTOW RI 02852	0.06 SE	8
20	RCRAGN	BRENT MOTORCAR RID987487881/SGN	76 NAMCOOK DR NORTH KINGSTOW RI 02852	0.07 NW	16
15	NFRAP	RHODE ISLAND CLEAN INDUSTRY RID040103897/NFRAP-N	DAVISVILLE ROAD NORTH KINGSTOW RI 02852	0.10 NE	13
47	STATE	RI CLEAN INDUSTRY RICI-SFA/INACTIVE	DAVISVILLE ROAD NORTH KINGSTOW RI 02852	0.10 NE	13
70	LUST	SOUTH COUNTY TOYOTA 2332-ST/1 - INACTIVE	6975 POST ROAD NORTH KINGSTOW RI 02852	0.10 NW	18
22	RCRAGN	TARBOX SOUTH COUNTY TOYOTA RI5000010256/VGN	6975 POST RD NORTH KINGSTOW RI 02852	0.10 NW	18
66	UST	TOYOTA AUTO CENTER 03442	6975 POST RD NORTH KINGSTOW RI 02852	0.10 NW	18
24	RCRAGN	TOYOTA OF NORTH KINGSTOWN RID018513093/SGN	6975 POST RD NORTH KINGSTOW RI 02852	0.10 NW	18
55	STATE	ALLEN HARBOR LANDFILL (NCBC) AHLF-DOD/ACTIVE	SANFORD ROAD NORTH KINGSTOW RI	0.12 NE	29
63	SPILLS	ALLENS HARBOR LANDFILL 94-185	THOMPSON ROAD NORTH KINGSTOW RI 02852	0.12 NE	29
57	STATE	DEVIL S FOOT ROAD DUMP DEV-SFA/ACTIVE	DEVIL S FOOT ROAD NORTH KINGSTOW RI 02852	0.12 NE	29
56	STATE	DEVIL S FOOT ROAD DUMP DEV-FUDS/ACTIVE	DEVIL S FOOT ROAD NORTH KINGSTOW RI 02852	0.12 NE	29
17	RCRA	US NAVY CONSTRUCTION BATTALION RI6170022036/TSD	DAVISVILLE ROAD NORTH KINGSTOW RI 02852	0.16 NE	15
28	RCRAGN	US NAVY CONSTRUCTION BATTALION RI6170022036/LGN	DAVISVILLE ROAD NORTH KINGSTOW RI 02852	0.16 NE	15
29	RCRAGN	US NAVY SUPERVISOR OF SHIPBUILDERS RI8170090007/SGN	QUONSET PT FACILITY E B DIV NORTH KINGSTOW RI 02852	0.16 NE	15
52	STATE	BUILDING 37 TRANSF. OIL DISPOSAL AR B37-DOD/ACTIVE	EAST OF BLDG. 224 NORTH KINGSTOW RI	0.17 SE	10
31	STATE	BUILDING 56 (NCBC) B56-DOD/ACTIVE	QUONSET NORTH KINGSTOW RI 02852	0.17 SE	24
53	STATE	CED BATTERY ACID DISPOSAL (NCBC) CBAD-DOD/INACTIVE	SOUTH OF BLDG.224 NORTH KINGSTOW RI	0.17 SE	10

Environmental FirstSearch Sites Summary Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

TOTAL: 81 **GEOCODED:** 73 **NON GEOCODED:** 8 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
54	STATE	CED SOLVENT DISPOSAL AREA (NCBC) CSDA-DOD/ACTIVE	WEST OF BLDG.224 NORTH KINGSTOW RI 02852	0.17 SE	10
11	CERCLIS	DOD/NCBC/CED BATTERY ACID DISPOSAL RID981065659/PART OF NPL	SOUTH OF BUILDING 224 NORTH KINGSTOW RI 02852	0.17 SE	10
12	CERCLIS	DOD/NCBC/CED SOLVENT DISPOSAL AREA RID981065592/PART OF NPL	WEST OF BUILDING 224 NORTH KINGSTOW RI 02852	0.17 SE	10
36	STATE	NORTH KINGSTOWN PUBLIC WORKS NKPW-DOT/ACTIVE	601 DEVILS FOOT ROAD NORTH KINGSTOW RI 02852	0.17 SW	26
27	RCRAGN	PRO PAINT RID987468584/SGN	221 EDMOND DR NORTH KINGSTOW RI 02852	0.17 SW	22
68	LUST	BUILDING 317 2327-ST/I - INACTIVE	SANFORD ROAD NORTH KINGSTOW RI 02852	0.20 SE	20
32	STATE	CBC DAVISVILLE CBCD-HWM/ACTIVE	DAVISVILLE NORTH KINGSTOW RI 02852	0.20 SE	20
34	STATE	NCBC/SUB STATION NO. 3 SS3-DOD/INACTIVE	DAVISVILLE ROAD NORTH KINGSTOW RI 02852	0.20 SE	20
35	STATE	NCBC/SUB STATION NO. 4 SS4-DOD/INACTIVE	DAVISVILLE ROAD NORTH KINGSTOW RI 02852	0.20 SE	20
73	LUST	U.S. NAVY SEABEES 2314-ST/I - INACTIVE	DAVISVILLE NORTH KINGSTOW RI 02852	0.20 SE	20
25	RCRAGN	US DEFENSE PROPERTY DISP OFF DAVISV RB971590002/SGN	DEVILS FOOT RD BLDG 314 NORTH KINGSTOW RI 02852	0.20 SE	20
26	RCRAGN	CUSTOM DESIGN INC RIR000502245/SGN	67 PLACE RD NORTH KINGSTOW RI 02852	0.21 SE	21
6	CERCLIS	DOD/NCBC/BLDG. 38 TRANSFORMER OIL L RID981066194/PART OF NPL	BUILDING 38 NORTH KINGSTOW RI 02852	0.21 SE	6
7	CERCLIS	DOD/NCBC/NORTH KINGSTOWN SOLVENT DI RID981066202/PART OF NPL	BETWEEN BUILDINGS 38 AND 67 NORTH KINGSTOW RI 02852	0.21 SE	6
48	STATE	NORTH KINGSTOWN SOLVENT DISPOSAL (N NKSD-DOD/INACTIVE	BETWEEN BLDS. 38 AND 37 NORTH KINGSTOW RI 02852	0.21 SE	6
49	STATE	SOLVENT DISPOSAL AREA B38-DOD/INACTIVE	BETWEEN BLDS. 38 AND 67 NORTH KINGSTOW RI 02852	0.21 SE	6
21	RCRAGN	NORTH KINGSTOWN TOWN OF TRANSFER ST RID987469517/SGN	601 DEVILS FOOT RD NORTH KINGSTOW RI 02852	0.22 SW	17
8	CERCLIS	DOD/NCBC/BLDG. 37 TRANSFORMER OIL D RID981066251/PART OF NPL	EAST OF BUILDING 37 NORTH KINGSTOW RI 02852	0.32 SE	7
3	CERCLIS	DOD/NCBC/FIREFIGHTING AREA #1 RID981066145/PART OF NPL	MOSCRIP AVENUE & MIDDLETOWN ST NORTH KINGSTOW RI 02852	0.36 SE	3
39	STATE	FIRE FIGHTING TRAINING AREA - M&M (FFT-DOD/ACTIVE	MOSCRIP AND MIDDLETOWN STREET NORTH KINGSTOW RI 02852	0.36 SE	3

Environmental FirstSearch

Sites Summary Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

TOTAL: 81 **GEOCODED:** 73 **NON GEOCODED:** 8 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
33	STATE	KIEFER PARK TANK FARM KPT-FUDS/ACTIVE	SARATOGA STREET NORTH KINGSTOW RI 02852	0.37 NW	25
46	STATE	BUILDING W-3 DISPOSAL AREA (NCBC) BW3D-DOD/ACTIVE	EXETER AND FOSTER STREET NORTH KINGSTOW RI 02852	0.37 SE	5
5	CERCLIS	DOD/NCBC/BUILDING W-3 DISPOSAL AREA RID981066137/PART OF NPL	CORNER OF EXETER & FOSTER STRE NORTH KINGSTOW RI 02852	0.37 SE	5
13	CERCLIS	FIREFIGHTING AREA #2 RID981064413/NOT PROPOSED	ALLEN HARBOR, SOUTH SHORE NORTH KINGSTOW RI 02852	0.45 SE	11
59	STATE	FIREFIGHTING AREA NO. 2 FFAS-SFA/ACTIVE	SOUTH SHORE ALLEN HARBOR NORTH KINGSTOW RI 02852	0.45 SE	11
58	STATE	FIREFIGHTING AREA NO. 2 FFA2-SFA/ACTIVE	SOUTH SHORE ALLEN HARBOR NORTH KINGSTOW RI 02852	0.45 SE	11
60	STATE	FIREFIGHTING AREA NO.2 (NCBC) FFA2-DOD/INACTIVE	SOUTH SHORE ALLEN HARBOR NORTH KINGSTOW RI 02852	0.45 SE	11
10	CERCLIS	INTERNATIONAL DEPOSITORY RID991302407/NOT PROPOSED	BUILDING 885, QUONSET POINT NORTH KINGSTOW RI 02852	0.47 SE	9
18	RCRA	INTERNATIONAL DEPOSITORY INC RID991302407/TSD	QUONSET POINT BLDG 885 NORTH KINGSTOW RI 02852	0.47 SE	9
19	RCRACOR	INTERNATIONAL DEPOSITORY INC RID991302407/TSD	QUONSET POINT BLDG 885 NORTH KINGSTOW RI 02852	0.47 SE	9
51	STATE	INTERNATIONAL DEPOSITORY INC. IDI-SFA/ACTIVE	QUONSET POINT NORTH KINGSTOW RI 02852	0.47 SE	9
50	STATE	INTERNATIONAL DEPOSITORY INC. IDI-HWM/ACTIVE	QUONSET POINT NORTH KINGSTOW RI 02852	0.47 SE	9

Environmental FirstSearch

Sites Summary Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

TOTAL: 81 **GEOCODED:** 73 **NON GEOCODED:** 8 **SELECTED:** 0

ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Map ID
77	STATE	DAVISVILLE WATER TANK PROJECT DWTP-HWM/INACTIVE	QUONSET/DAVISVILLE PARK NORTH KINGSTOW RI 02852	NON GC	
74	NPL	DOD/NCBC/CED ASPHALT DISPOSAL AREA RID981066269/PART OF NPL	OFF SANFORD ROAD NORTH KINGSTOW RI 02852	NON GC	
75	ERNS	F/V ATLANTIC TRAWLERS 548186/UNKNOWN	DAVISVILLE/QUONSETT POINT QUON NORTH KINGSTOW RI 02852	NON GC	
78	STATE	QUONSET POINT AUTO FLUFF QPAF-HWM/INACTIVE	QUONSET ACCESS RD. NORTH KINGSTOW RI 02852	NON GC	
81	LUST	RI DOT PROPERTY 2347-ST/A - ACTIVE	SANFORD ROAD NORTH KINGSTOW RI 02852	NON GC	
79	STATE	RI DOT PROPOSED STATE HIGHWAY 6 RSH6-DOT/ACTIVE	PLAT 181, LOT 6 DEVILS FOOT RO NORTH KINGSTOW RI 02852	NON GC	
80	STATE	RI EDC RIED-HWM/INACTIVE	ROGER WILLIAMS WAY & ECCLESTO NORTH KINGSTOW RI 02852	NON GC	
76	ERNS	U S NAVY CBC 254631/FIXED FACILITY	DAVISVILLE ROAD DAVISVILLE RI 02852	NON GC	

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
 NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SPILLS SITE																								
SEARCH ID: 62	DIST/DIR: 0.00 --	MAP ID: 30																						
NAME: 374 PERIMETER ROAD		REV: 4/10/00																						
ADDRESS: 374 PERIMETER ROAD		ID1: 99-177																						
NORTH KINGSTOWN RI		ID2:																						
CONTACT:		STATUS:																						
		PHONE:																						
<table style="width: 100%;"><tr><td style="width: 33%;">SPILL DATE: 04/12/99</td><td style="width: 33%;">SPILL NOTIFIER:</td><td style="width: 34%;"></td></tr><tr><td>STAFF:</td><td></td><td></td></tr><tr><td>MATERIAL SPILLED: HAZARDOUS WASTE</td><td></td><td></td></tr><tr><td>SPILL AMOUNT REPORTED:</td><td></td><td></td></tr><tr><td>INCIDENT: IMPROPER STORAGE</td><td>SOURCE OF SPILL:</td><td></td></tr><tr><td>LUST?:</td><td>SOIL CONTAMINATED?:</td><td></td></tr><tr><td>PCB LEVEL:</td><td></td><td></td></tr></table>				SPILL DATE: 04/12/99	SPILL NOTIFIER:		STAFF:			MATERIAL SPILLED: HAZARDOUS WASTE			SPILL AMOUNT REPORTED:			INCIDENT: IMPROPER STORAGE	SOURCE OF SPILL:		LUST?:	SOIL CONTAMINATED?:		PCB LEVEL:		
SPILL DATE: 04/12/99	SPILL NOTIFIER:																							
STAFF:																								
MATERIAL SPILLED: HAZARDOUS WASTE																								
SPILL AMOUNT REPORTED:																								
INCIDENT: IMPROPER STORAGE	SOURCE OF SPILL:																							
LUST?:	SOIL CONTAMINATED?:																							
PCB LEVEL:																								

Environmental FirstSearch

Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489 20

NPL SITE

SEARCH ID: 1 **DIST/DIR:** 0.00 -- **MAP ID:** 1

NAME:	DAVISVILLE NAVAL CONSTRUCTION BATTALION CENTER	REV:	5/8/03
ADDRESS:	OFF SANFORD RD. NORTH KINGSTOWN RI 02854	ID1:	RI6170022036
		ID2:	0101430
		STATUS:	FINAL
CONTACT:	CHRISTINE WILLIAMS	PHONE:	6179181384

SITE INFORMATION

EVENT TYPE

SITE DISCOVERY BY:	EPA	DISCOVERY DATE:	05-01-81
SITE PROPOSED BY:	EPA	PROPOSED DATE:	07-14-89
FINAL LIST BY:	EPA	FINAL LIST DATE:	11-21-89

ACTIVITIES: MILITARY FACILITY FOR SUPPORT OF NAVAL CONSTRUCTION FORCES

CONTAMINANTS: HEAVY METALS, LEAD, CADMIUM, SILVER, MERCURY, CHROMIUM, PNAS,
PCBS, SOLVENTS, SEWAGE SLUDGE, HALOGENS, CONTAMINATED FUEL OIL
SOURCE OF CONTAMINATION: 24 AREAS ON 1500 ACRES FROM THREE MILITARY LANDFILLS: CAMP AVE LF,
CALF PASTURE LF, ALLEN HARBOR LF

CONTAMINATED: SOIL, SEDIMENTS, SHORELINE OF ALLEN HARBOR
THREATENED: GROUNDWATER, SALT MARSHES, FRESHWATER WETLANDS

SITE DESCRIPTION

Conditions at proposal (July 14, 1989): The Davisville Naval Construction Battalion Center (NCBC) is 18 miles south of Providence in North Kingstown, Washington County, Rhode Island. The area is primarily single-family residential. A military installation since World War II, the site assumed its current name in 1951. Its primary mission is to provide mobilization support to Naval construction forces.

NCBC consists of four areas: the Main Center located on Narragansett Bay; West Davisville Storage area located 3 miles west of the Main Center; Camp Fogarty, a former training center located 4 miles west of the Main Center; and the decommissioned Naval Air Station Quonset Point to the south of the Main Center, which was given to the Rhode Island Port Authority in 1974. The Navy has disposed of wastes in all four areas.

NCBC is participating in the Installation Restoration Program (IRP), established in 1978. Under this program, the Department of Defense seeks to identify, investigate, and clean up contamination from hazardous materials. Under IRP, the Navy has identified at least 24 areas potentially containing hazardous substances. The Navy's investigations are focusing primarily on two areas: the Allen Harbor Landfill in the Main Center, which received solvents, paint thinners, degreasers, PCBs from transformers, sewage sludge, and contaminated fuel oil during 1946-72; and the Calf Pasture Landfill, which received decontaminating agents and various other contaminants.

Several of the 24 potentially contaminated areas are no longer owned by the Navy and are being investigated by the Army Corps of Engineers former facility program. The primary area the Corps is investigating is the Camp Avenue Landfill, which is part of the decommissioned Naval Air Station Quonset Point. During 1943-53, the landfill accepted drums of wastes, battery casings, and other wastes.

Ground water is shallow (2-4 feet in some areas) and soils permeable, conditions that facilitate movement of contaminants into ground water. An estimated 27,000 people obtain drinking water from public wells within 3 miles of hazardous substances on NCBC.

IRP studies conducted in 1986 identified lead, cadmium, silver, mercury, and chromium in soil from the shoreline and sediments of Allen Harbor, which is a small inlet from Narragansett Bay. Clams are harvested from Allen Harbor. A fresh water wetland is adjacent to the Camp Avenue Landfill.

Status (November 21, 1989): A remedial investigation is underway to determine the type and extent of contamination at the site. A draft report on the work is scheduled to be completed in mid-1990.

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE

SEARCH ID: 40

DIST/DIR: 0.00 --

MAP ID: 28

NAME: DISASTER TRAINING AREA
ADDRESS: PERTIMETER RD & NEWCOMB
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: DTA-SFA
ID2:
STATUS: INACTIVE
PHONE:

CONTACT:

SITE INFORMATION

PROJECT DATE: 06/16/95

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 67

DIST/DIR: 0.00 --

MAP ID: 31

NAME: VERMA PROPERTY
ADDRESS: 300 NEWCOMB RD
NORTH KINGSTOWN RI

REV: 8/01/02
ID1: 18931
ID2:
STATUS:
PHONE:

CONTACT:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 1

TANK ID: 1
DATE INSTALLED: NULL
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 500
PRODUCT STORED: HEATING OIL NO. 2

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 30

DIST/DIR: 0.01 SE

MAP ID: 23

NAME: CHARMAN EQUIPMENT COMPANY
ADDRESS: 151 PERIMETER RD
NORTH KINGSTOWN RI 02835

REV: 12/9/02
ID1: RIR000016659
ID2:
STATUS: SGN
PHONE:

CONTACT:

SITE INFORMATION

UNIVERSE TYPE:

SQG - SMALL QUANTITY GENERATOR: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

NPL SITE			
SEARCH ID: 2	DIST/DIR: 0.01 SE	MAP ID: 2	
NAME: DOD/NCBC/BUILDING W-3 DISPOSAL AREA ADDRESS: CORNER OF EXETER & FOSTER STREETS NORTH KINGSTOWN RI 02852		REV: ID1: RID981066137 ID2: STATUS: PART OF NPL PHONE:	
CONTACT:			
<div style="display: flex; justify-content: space-between;"><div style="width: 45%;">EVENT TYPE DISCOVERY: STATE PROPOSED: STATE FINAL LIST: STATE ACTIVITIES: CONTAMINANT: SOURCE: CONTAMINATED: THREATENED:</div><div style="width: 50%; vertical-align: top;">DATE: 04-11-85 DATE: DATE:</div></div>			

LEAKING UNDERGROUND STORAGE TANKS			
SEARCH ID: 69	DIST/DIR: 0.02 NW	MAP ID: 27	
NAME: CITGO-ANGIES (QUONSET CITIES SERV., INC.) ADDRESS: 7000 POST ROAD NORTH KINGSTOWN RI		REV: 2/24/03 ID1: 2318-LS ID2: STATUS: I - INACTIVE PHONE:	
CONTACT:			
<div style="display: flex; justify-content: space-between;"><div style="width: 45%;">PROJECT DATE: 9/28/1993 0:00:00</div><div style="width: 50%;"></div></div>			

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 64

DIST/DIR: 0.02 NW

MAP ID: 27

NAME: GETTY SERVICE STN #30612
ADDRESS: 7000 POST RD
NORTH KINGSTOWN RI 02852

REV: 8/01/02
ID1: 00333
ID2:
STATUS:
PHONE:

CONTACT:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 8

TANK ID: 1
DATE INSTALLED: 03-01-58
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 5,000
PRODUCT STORED: GASOLINE

TANK ID: 2
DATE INSTALLED: 03-01-58
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 5,000
PRODUCT STORED: GASOLINE

TANK ID: 3
DATE INSTALLED: 03-01-58
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 2,000
PRODUCT STORED: DIESEL

TANK ID: 4
DATE INSTALLED: 03-01-58
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 500
PRODUCT STORED: HEATING OIL NO 2

TANK ID: 5
DATE INSTALLED: 03-01-58
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 500
PRODUCT STORED: WASTE OIL

TANK ID: 6
DATE INSTALLED: 10-30-00
STATUS: IN USE
CAPACITY (GAL): 12,000
PRODUCT STORED: GASOLINE

TANK ID: 7
DATE INSTALLED: 10-30-00

- Continued on next page -

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
 NORTH KINGSTOWN RI 02852

JOB: 71489.20

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 64

DIST/DIR: 0.02 NW

MAP ID: 27

NAME: GETTY SERVICE STN #30612
ADDRESS: 7000 POST RD
 NORTH KINGSTOWN RI 02852

REV: 8/01/02

ID1: 00333

ID2:

STATUS:

PHONE:

CONTACT:

STATUS: IN USE
CAPACITY (GAL): 8,000
PRODUCT STORED: GASOLINE

TANK ID: 8
DATE INSTALLED: 10-30-00
STATUS: IN USE
CAPACITY (GAL): 4,000
PRODUCT STORED: GASOLINE

JOB: 71489.20

STATE SITE			
SEARCH ID:	38	DIST/DIR:	0.02 NW
		MAP ID:	27
NAME:	RI DOT PROPOSED STATE HIGHWAY 7	REV:	2/24/03
ADDRESS:	PLAT 146, LOT 61 - 7000 POST ROAD NORTH KINGSTOWN RI	ID1:	PSH7-DOT
		ID2:	
		STATUS:	ACTIVE
CONTACT:		PHONE:	
<u>SITE INFORMATION</u>			
PROJECT DATE:	07/26/00		

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS NFRAP

SEARCH ID: 16

DIST/DIR: 0.02 SE

MAP ID: 14

NAME: DISASTER TRAINING AREA
ADDRESS: QUIDNESSETT AND NEWCOMB ROAD
NORTH KINGSTOWN RI 02854

REV: 6/09/03
ID1: RID981064298
ID2: 0101334
STATUS: NFRAP-N
PHONE:

CONTACT:

DESCRIPTION:

NCBC OASI - 9/84. OWNER: RI PORT AUTHORITY

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
ARCHIVE SITE	EPA In-House		01-25-1996
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT High	EPA Fund-Financed		09-20-1985
SITE INSPECTION NFRAP (No Futher Remedial Action Planned)	EPA Fund-Financed		10-10-1991

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 41	DIST/DIR: 0.02 SE	MAP ID: 14	
NAME: DISASTER TRAINING AREA	REV: 2/24/03	ID1: DTA-FUDS ID2: STATUS: INACTIVE PHONE:	
ADDRESS: OFF QUIDNESSETT ROAD NORTH KINGSTOWN RI	ID1:		
CONTACT:	ID2:		
	STATUS:		
<u>SITE INFORMATION</u>			
PROJECT DATE:			

LEAKING UNDERGROUND STORAGE TANKS			
SEARCH ID: 71	DIST/DIR: 0.03 SW	MAP ID: 19	
NAME: STAR TEXACO	REV: 2/24/03	ID1: 2317-LS ID2: STATUS: I - INACTIVE PHONE:	
ADDRESS: RTE 1A, SEABER BELL NORTH KINGSTOWN RI	ID1:		
CONTACT:	ID2:		
	STATUS:		
PROJECT DATE: 9/28/1993 0:00:00			

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SPILLS SITE

SEARCH ID: 61

DIST/DIR: 0.03 SW

MAP ID: 19

NAME: TEXACO
ADDRESS: 7025 POST ROAD
NORTH KINGSTOWN RI 02852

REV: 4/10/00
ID1: 94-087
ID2:
STATUS:
PHONE:

CONTACT: K GILLEN

SPILL DATE: 02-24-94
STAFF: K GILLEN

SPILL NOTIFIER: NORTH KINGSTOWN FIRE DEPT

MATERIAL SPILLED: GASOLINE
SPILL AMOUNT REPORTED: 5-10 GALLONS
INCIDENT:

SOURCE OF SPILL:

LUST?:
PCB LEVEL:

SOIL CONTAMINATED?:

RCRA GENERATOR SITE

SEARCH ID: 23

DIST/DIR: 0.03 SW

MAP ID: 19

NAME: TEXACO SERVICE STA
ADDRESS: 7025 POST RD
NORTH KINGSTON RI 02852

REV: 12/9/02
ID1: RID987471273
ID2:
STATUS: SGN
PHONE:

CONTACT:

SITE INFORMATION

UNIVERSE TYPE:

SQG - SMALL QUANTITY GENERATOR: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

5541 - RETAIL TRADE - GASOLINE SERVICE STATIONS

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 65

DIST/DIR: 0.03 SW

MAP ID: 19

NAME: TEXACO SERVICE STATION
ADDRESS: 7025 POST RD
NORTH KINGSTOWN RI 02852

REV: 8/01/02
ID1: 00437

ID2:
STATUS:
PHONE:

CONTACT:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 6

TANK ID: 1
DATE INSTALLED: 04-01-79
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 10,000
PRODUCT STORED: GASOLINE

TANK ID: 2
DATE INSTALLED: 04-01-79
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 10,000
PRODUCT STORED: GASOLINE

TANK ID: 3
DATE INSTALLED: 04-01-79
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 10,000
PRODUCT STORED: GASOLINE

TANK ID: 4
DATE INSTALLED: 10-01-93
STATUS: IN USE
CAPACITY (GAL): 10,000
PRODUCT STORED: GASOLINE

TANK ID: 5
DATE INSTALLED: 10-01-93
STATUS: IN USE
CAPACITY (GAL): 10,000
PRODUCT STORED: GASOLINE

TANK ID: 6
DATE INSTALLED: 10-01-93
STATUS: IN USE
CAPACITY (GAL): 10,000
PRODUCT STORED: GASOLINE

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 72 **DIST/DIR:** 0.03 SW **MAP ID:** 19

NAME: TEXACO STATION/STAR ENTERPRISE
ADDRESS: 7025 POST ROAD
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: 2319-LS
ID2:
STATUS: 1 - INACTIVE
PHONE:

CONTACT:

PROJECT DATE: 10/21/1993 0:00:00

CERCLIS NFRAP

SEARCH ID: 14 **DIST/DIR:** 0.04 NE **MAP ID:** 12

NAME: CLOTHING & WOOD BURN AREA
ADDRESS: OFF QUIDNESSETT ROAD
NORTH KINGSTOWN RI 02854

REV: 6/09/03
ID1: RID981064231
ID2: 0101331
STATUS: NFRAP-N
PHONE:

CONTACT:

DESCRIPTION:
NCBC OASI - 9/84. OWNER: RI PORT AUTHORITY.

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
ARCHIVE SITE	EPA In-House		05-07-1996
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT High	EPA Fund-Financed		09-20-1985
SITE INSPECTION NFRAP (No Further Remedial Action Planned)	EPA Fund-Financed		11-13-1991

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 43	DIST/DIR: 0.04 NE	MAP ID: 12	
NAME: CLOTHING AND WOODBURN AREA ADDRESS: OFF QUIDNESSETT ROAD NORTH KINGSTOWN RI	REV: 2/24/03 ID1: CWA-SFA ID2: STATUS: INACTIVE PHONE:		
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE: 04/19/95			

STATE SITE			
SEARCH ID: 42	DIST/DIR: 0.04 NE	MAP ID: 12	
NAME: CLOTHING AND WOODBURN AREA ADDRESS: OFF QUIDNESSETT ROAD NORTH KINGSTOWN RI	REV: 2/24/03 ID1: CWA-DOD ID2: STATUS: INACTIVE PHONE:		
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE:			

STATE SITE			
SEARCH ID: 44	DIST/DIR: 0.04 NE	MAP ID: 4	
NAME: DAVISVILLE NIKE LAUCH (PR-58L) ADDRESS: OFF QUIDNESSETT ROAD NORTH KINGSTOWN RI	REV: 2/24/03 ID1: 58L-FUDS ID2: STATUS: ACTIVE PHONE:		
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE:			

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS SITE

SEARCH ID: 4

DIST/DIR: 0.04 NE

MAP ID: 4

NAME: DAVISVILLE NIKE LAUNCHER AREA
ADDRESS: OFF QUIDNESSETT ROAD
NORTH KINGSTOWN RI 02854

REV: 6/09/03
ID1: RID981064355
ID2: 0101338
STATUS: NOT PROPOSED
PHONE:

CONTACT:

DESCRIPTION:
OWNER: RI PORT AUTHORITY. NCBC OASI - 9/84. ARMY REPORT - 4/81 MAY BE STUDIED BY ARMY CORPS OF ENGINEERS
DERP IN APRIL 1981, ARMY FOUND NO UDMH.

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
SITE REASSESSMENT Low	EPA Fund-Financed		08-02-2001
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Low	EPA Fund-Financed		09-20-1985
SITE INSPECTION Low	EPA Fund-Financed		12-17-1991

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 45	DIST/DIR: 0.04 NE	MAP ID: 4	
NAME: DAVISVILLE NIKE LAUNCHER AREA ADDRESS: OFF QUIDNESSETT ROAD NORTH KINGSTOWN RI		REV: 2/24/03 ID1: 58L-SFA ID2: STATUS: ACTIVE PHONE:	
CONTACT:			
<u>SITE INFORMATION</u> PROJECT DATE: 02/24/95			

CERCLIS SITE			
SEARCH ID: 9	DIST/DIR: 0.06 SE	MAP ID: 8	
NAME: DOD/NCBC/CED ASPHALT DISPOSAL AREA ADDRESS: OFF SANFORD ROAD NORTH KINGSTOWN RI 02854		REV: 6/09/03 ID1: RID981066269 ID2: 0101381 STATUS: PART OF NPL PHONE:	
CONTACT:			
DESCRIPTION: NAVY IAS - 9/84. NOT PART OF NCBC CS; SOME CONFIRMATION SAMPLING WILL BE DONE. OWNER; NAVY, NCBC.			
ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Addressed as part of an existing NPL site	Federal Facilities		09-27-1990

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 20

DIST/DIR: 0.07 NW

MAP ID: 16

NAME: BRENT MOTORCAR
ADDRESS: 76 NAMCOOK DR
NORTH KINGSTOWN RI 02852

REV: 4/19/01
ID1: RID987487881
ID2:
STATUS: SGN
PHONE: 4018256559

CONTACT: BRENT BENTSEN

SITE INFORMATION

CONTACT INFORMATION: BRENT BENTSEN
OWNER
76 NAMCOOK DR
NORTH KINGSTOWN RI 02852

PHONE: 4018256559

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS NFRAP			
SEARCH ID: 15	DIST/DIR: 0.10 NE	MAP ID: 13	
NAME: RHODE ISLAND CLEAN INDUSTRY ADDRESS: DAVISVILLE ROAD NORTH KINGSTOWN RI 02854		REV: 6/09/03 ID1: RID040103897 ID2: 0101238 STATUS: NFRAP-N PHONE:	
CONTACT:			
DESCRIPTION:			
ACTION/QUALITY ARCHIVE SITE	AGENCY/RPS EPA In-House	START/RAA	END 10-26-2000
DISCOVERY	EPA Fund-Financed		12-01-1983
PRELIMINARY ASSESSMENT Low	State, Fund Financed		03-30-1987
SITE INSPECTION Low	EPA Fund-Financed		07-17-1990

STATE SITE			
SEARCH ID: 47	DIST/DIR: 0.10 NE	MAP ID: 13	
NAME: RI CLEAN INDUSTRY ADDRESS: DAVISVILLE ROAD NORTH KINGSTOWN RI		REV: 2/24/03 ID1: RIC1-SFA ID2: STATUS: INACTIVE PHONE:	
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE:	12/01/83		

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 70

DIST/DIR: 0.10 NW

MAP ID: 18

NAME: SOUTH COUNTY TOYOTA
ADDRESS: 6975 POST ROAD
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: 2332-ST
ID2:
STATUS: I - INACTIVE
PHONE:

CONTACT:

PROJECT DATE: 6/12/1996 0:00:00

RCRA GENERATOR SITE

SEARCH ID: 22

DIST/DIR: 0.10 NW

MAP ID: 18

NAME: TARBOX SOUTH COUNTY TOYOTA
ADDRESS: 6975 POST RD
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RI5000010256
ID2:
STATUS: VGN
PHONE:

CONTACT:

SITE INFORMATION

UNIVERSE TYPE:

CEG - CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS: GENERATES LESS THAN 100 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

REGISTERED UNDERGROUND STORAGE TANKS

SEARCH ID: 66

DIST/DIR: 0.10 NW

MAP ID: 18

NAME: TOYOTA AUTO CENTER
ADDRESS: 6975 POST RD
NORTH KINGSTOWN RI 02852

REV: 8/01/02
ID1: 03442
ID2:
STATUS:
PHONE:

CONTACT:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 2

TANK ID: 1
DATE INSTALLED: 04-25-01
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 1,500
PRODUCT STORED: HEATING OIL NO. 2

TANK ID: 2
DATE INSTALLED: 04-25-01
STATUS: PERMANENTLY CLOSED
CAPACITY (GAL): 1,500
PRODUCT STORED: HEATING OIL NO. 2

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 24

DIST/DIR: 0.10 NW

MAP ID: 18

NAME: TOYOTA OF NORTH KINGSTOWN
ADDRESS: 6975 POST RD
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RID018513093
ID2:
STATUS: SGN
PHONE:

CONTACT:

SITE INFORMATION

UNIVERSE TYPE:

SQG - SMALL QUANTITY GENERATOR: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 55	DIST/DIR: 0.12 NE	MAP ID: 29	
NAME: ALLEN HARBOR LANDFILL (NCBC)		REV: 2/24/03	
ADDRESS: SANFORD ROAD		ID1: AHLF-DOD	
NORTH KINGSTOWN RI		ID2:	
		STATUS: ACTIVE	
CONTACT:		PHONE:	
<u>SITE INFORMATION</u> PROJECT DATE:			

STATE SPILLS SITE			
SEARCH ID: 63	DIST/DIR: 0.12 NE	MAP ID: 29	
NAME: ALLENS HARBOR LANDFILL		REV: 4/10/00	
ADDRESS: THOMPSON ROAD		ID1: 94-185	
NORTH KINGSTOWN RI 02852		ID2:	
		STATUS:	
CONTACT: T CAMPBELL		PHONE:	
SPILL DATE: 04-21-94		SPILL NOTIFIER: DEAN LEES-DEM	
STAFF: T CAMPBELL			
MATERIAL SPILLED: 55 GAL DRUMS			
SPILL AMOUNT REPORTED: SEVERAL DRUMS		SOURCE OF SPILL:	
INCIDENT: ON SIDE OF ROAD			
LUST?:		SOIL CONTAMINATED?:	
PCB LEVEL:			

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 57	DIST/DIR: 0.12 NE	MAP ID: 29	
NAME: DEVIL S FOOT ROAD DUMP		REV: 2/24/03	
ADDRESS: DEVIL S FOOT ROAD		ID1: DEV-SFA	
NORTH KINGSTOWN RI		ID2:	
		STATUS: ACTIVE	
CONTACT:		PHONE:	
<u>SITE INFORMATION</u>			
PROJECT DATE: 12/27/94			

STATE SITE			
SEARCH ID: 56	DIST/DIR: 0.12 NE	MAP ID: 29	
NAME: DEVIL S FOOT ROAD DUMP		REV: 2/24/03	
ADDRESS: DEVIL S FOOT ROAD		ID1: DEV-FUDS	
NORTH KINGSTOWN RI		ID2:	
		STATUS: ACTIVE	
CONTACT:		PHONE:	
<u>SITE INFORMATION</u>			
PROJECT DATE:			

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA TSD SITE

SEARCH ID: 17

DIST/DIR: 0.16 NE

MAP ID: 15

NAME: US NAVY CONSTRUCTION BATTALION
ADDRESS: DAVISVILLE ROAD
NORTH KINGSTOWN RI 02852

REV: 6/8/02
ID1: RI6170022036
ID2:
STATUS: TSD
PHONE: 4012946108

CONTACT: LOUIS F FAYAN

SITE INFORMATION

CONTACT INFORMATION: LOUIS F FAYAN
ENV ENG
DAVISVILLE ROAD
NORTH KINGSTOWN RI 02852

PHONE: 4012946108

CONTACT INFORMATION: WALTER-S KOSACZ
GEN
NAVAL CONSTRUCTION BATTALION C
DAVISVILLE RI 02854

PHONE: 4012672566

UNIVERSE NAME:

INCINERATOR
ST: STORAGE AND TREATMENT
SUBJECT TO CEI
DF: LAND DISPOSAL FACILITY
TSDS SUBJECT TO CORRECTIVE ACT
SUBJECT TO CORRECTIVE ACTION

SIC INFORMATION:

3799 - MANUFACTURING - TRANSPORTATION EQUIPMENT, NEC

RAATS INFORMATION:

DOCKET NUMBER:	I-93-1089	INITIAL DATE:	9301993
DATE RECEIVED:	8231994	AMOUNT:	57223.00
ORDER TYPE:	3008(A)	FACILITY:	FEDERAL FACILITY
COMMENTS:			

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	DATE:	27-MAR-86
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		

AGENCY:	S - STATE	DATE:	21-FEB-93
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		

- Continued on next page -

Environmental FirstSearch

Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA TSD SITE

SEARCH ID: 17 **DIST/DIR:** 0.16 NE **MAP ID:** 15

NAME: US NAVY CONSTRUCTION BATTALION ADDRESS: DAVISVILLE ROAD NORTH KINGSTOWN RI 02852 CONTACT: LOUIS F FAYAN	REV: 6/8/02 ID1: RI6170022036 ID2: STATUS: TSD PHONE: 4012946108
-------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------

AGENCY:	S - STATE	DATE:	31-AUG-87
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	E - EPA	DATE:	30-JUN-94
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		
AGENCY:	E - EPA	DATE:	30-SEP-93
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		

VIOLATION INFORMATION:

VIOLATION NUMBER:	0001	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA
CITATION:	265.16	RESOLVED:	10/18/1993
TYPE:	GPR		

VIOLATION NUMBER:	0001	RESPONSIBLE:	S - STATE
DETERMINED:	18-MAR-86	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	11/16/1987
TYPE:	GER - GENERATOR ALL REQUIREMENTS		

VIOLATION NUMBER:	0002	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA
CITATION:	268.7(a)(1)	RESOLVED:	10/18/1993
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0003	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA
CITATION:	268.7(a)(7)	RESOLVED:	10/18/1993
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		

VIOLATION NUMBER:	0004	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA
CITATION:	262.11	RESOLVED:	10/18/1993
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		

VIOLATION NUMBER:	0006	RESPONSIBLE:	S - STATE
DETERMINED:	21-AUG-87	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	11/16/1987
TYPE:	GER - GENERATOR ALL REQUIREMENTS		

VIOLATION NUMBER:	0007	RESPONSIBLE:	S - STATE
DETERMINED:	25-FEB-93	DETERMINED BY:	S - STATE
CITATION:	502	RESOLVED:	06/30/1994
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		

VIOLATION NUMBER:	0008	RESPONSIBLE:	S - STATE
DETERMINED:	25-FEB-93	DETERMINED BY:	S - STATE
CITATION:	502	RESOLVED:	06/30/1994

- Continued on next page -

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA TSD SITE

SEARCH ID: 17 **DIST/DIR:** 0.16 NE **MAP ID:** 15

NAME: US NAVY CONSTRUCTION BATTALION
ADDRESS: DAVISVILLE ROAD
NORTH KINGSTOWN RI 02852

REV: 6/8/02
ID1: R16170022036
ID2:
STATUS: TSD
PHONE: 4012946108

CONTACT: LOUIS F FAYAN

TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		
VIOLATION NUMBER:	0009	RESPONSIBLE:	S - STATE
DETERMINED:	25-FEB-93	DETERMINED BY:	S - STATE
CITATION:	5.10	RESOLVED:	06/30/1994
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		
VIOLATION NUMBER:	0010	RESPONSIBLE:	S - STATE
DETERMINED:	21-FEB-93	DETERMINED BY:	S - STATE
CITATION:	5.02	RESOLVED:	06/30/1994
TYPE:	GMC		
VIOLATION NUMBER:	0011	RESPONSIBLE:	S - STATE
DETERMINED:	21-FEB-93	DETERMINED BY:	S - STATE
CITATION:	5.02	RESOLVED:	06/30/1994
TYPE:	GMC		
VIOLATION NUMBER:	0012	RESPONSIBLE:	S - STATE
DETERMINED:	21-FEB-93	DETERMINED BY:	S - STATE
CITATION:	5.10	RESOLVED:	06/30/1994
TYPE:	GSC - GENERATOR SPECIAL CONDITIONS		

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 28

DIST/DIR: 0.16 NE

MAP ID: 15

NAME: US NAVY CONSTRUCTION BATTALION
ADDRESS: DAVISVILLE ROAD
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RI6170022036
ID2:
STATUS: LGN
PHONE:

CONTACT:

SITE INFORMATION

UNIVERSE TYPE:

PERMPROG - PERMITTING/CLOSURE/POST-CLOSURE PROGRESS

SUBJCA - SUBJECT TO CORRECTIVE ACTION

LQG - LARGE QUANTITY GENERATORS: GENERATES MORE THAN 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

3799 - MANUFACTURING - TRANSPORTATION EQUIPMENT, NEC

RAATS INFORMATION:

DOCKET NUMBER:	I-93-1089	INITIAL DATE:	9301993
DATE RECEIVED:	8231994	AMOUNT:	57223.00
ORDER TYPE:	3008(A)	FACILITY:	FEDERAL FACILITY
COMMENTS:			

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	DATE:	21-FEB-93
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		

AGENCY:	E - EPA	DATE:	30-JUN-94
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		

AGENCY:	S - STATE	DATE:	31-AUG-87
TYPE:	120 - WRITTEN INFORMAL		

AGENCY:	S - STATE	DATE:	27-MAR-86
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		

AGENCY:	E - EPA	DATE:	30-SEP-93
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		

VIOLATION INFORMATION:

VIOLATION NUMBER:	0001	RESPONSIBLE:	S - STATE
DETERMINED:	18-MAR-86	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	16-NOV-87
TYPE:	GER - GENERATOR ALL REQUIREMENTS		

VIOLATION NUMBER:	0001	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA

- Continued on next page -

Environmental FirstSearch Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE			
SEARCH ID:	DIST/DIR:	MAP ID:	
28	0.16 NE	15	
NAME: US NAVY CONSTRUCTION BATTALION ADDRESS: DAVISVILLE ROAD NORTH KINGSTOWN RI 02852		REV: 12/9/02 ID1: RI6170022036 ID2: STATUS: LGN PHONE:	
CONTACT:			
CITATION:	265.16	RESOLVED:	18-OCT-93
TYPE:	GPR		
VIOLATION NUMBER:	0002	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA
CITATION:	268.7(a)(1)	RESOLVED:	18-OCT-93
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0003	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA
CITATION:	268.7(a)(7)	RESOLVED:	18-OCT-93
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0004	RESPONSIBLE:	E - EPA
DETERMINED:	30-MAR-93	DETERMINED BY:	E - EPA
CITATION:	262.11	RESOLVED:	18-OCT-93
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		
VIOLATION NUMBER:	0006	RESPONSIBLE:	S - STATE
DETERMINED:	21-AUG-87	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	16-NOV-87
TYPE:	GER - GENERATOR ALL REQUIREMENTS		
VIOLATION NUMBER:	0007	RESPONSIBLE:	S - STATE
DETERMINED:	25-FEB-93	DETERMINED BY:	S - STATE
CITATION:	502	RESOLVED:	30-JUN-94
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		
VIOLATION NUMBER:	0008	RESPONSIBLE:	S - STATE
DETERMINED:	25-FEB-93	DETERMINED BY:	S - STATE
CITATION:	502	RESOLVED:	30-JUN-94
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		
VIOLATION NUMBER:	0009	RESPONSIBLE:	S - STATE
DETERMINED:	25-FEB-93	DETERMINED BY:	S - STATE
CITATION:	5.10	RESOLVED:	30-JUN-94
TYPE:	GGR - GENERATOR GENERAL REQUIREMENTS		
VIOLATION NUMBER:	0010	RESPONSIBLE:	S - STATE
DETERMINED:	21-FEB-93	DETERMINED BY:	S - STATE
CITATION:	5.02	RESOLVED:	30-JUN-94
TYPE:	GMC		
VIOLATION NUMBER:	0011	RESPONSIBLE:	S - STATE
DETERMINED:	21-FEB-93	DETERMINED BY:	S - STATE
CITATION:	5.02	RESOLVED:	30-JUN-94
TYPE:	GMC		
VIOLATION NUMBER:	0012	RESPONSIBLE:	S - STATE
DETERMINED:	21-FEB-93	DETERMINED BY:	S - STATE

- Continued on next page -

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 28 **DIST/DIR:** 0.16 NE **MAP ID:** 15

NAME: US NAVY CONSTRUCTION BATTALION	REV: 12/9/02
ADDRESS: DAVISVILLE ROAD	ID1: RI6170022036
NORTH KINGSTOWN RI 02852	ID2:
	STATUS: LGN
CONTACT:	PHONE:

CITATION: 5.10 **RESOLVED:** 30-JUN-94
TYPE: GSC - GENERATOR SPECIAL CONDITIONS

MANIFEST INFORMATION

MANIFEST NUMBER: NYB8499564	GEN SHIPPED: 05/05/1999
TSDF ID: NYD049836679	TSDF RECEIVED: 05/06/1999
TRANS 1 STATE ID: 0239480ME	TRANS 1 RECEIVED: 05/05/1999
TRANS 2 ID:	TRANS 2 RECEIVED:
NUM CONTAINERS: 001	SPEC GRAVITY: 01.00
TYPE CONTAINER: DT - DUMP TRUCKS	

SEQUENCE NUM: 01
SEQUENCE 2:
SEQUENCE 3:
SEQUENCE 4:

QUAN OF WASTE: 26209 K - - KILOGRAMS (2.2 POUNDS)
HAND METHOD: L - LANDFILL

WASTE 1: OTHER PCB WASTES INCLUDING CONTAMINATED SOIL, SOLIDS, SLUDGES, CLOTHING,
RAGS AND DREDGE MATERIAL.

WASTE 2:

WASTE 3:

WASTE 4:

WASTE 5:

MANIFEST NUMBER: NYB8499555	GEN SHIPPED: 05/05/1999
TSDF ID: NYD049836679	TSDF RECEIVED: 05/06/1999
TRANS 1 STATE ID: 0239481ME	TRANS 1 RECEIVED: 05/05/1999
TRANS 2 ID:	TRANS 2 RECEIVED:
NUM CONTAINERS: 001	SPEC GRAVITY: 01.00
TYPE CONTAINER: DT - DUMP TRUCKS	

SEQUENCE NUM: 01
SEQUENCE 2:
SEQUENCE 3:
SEQUENCE 4:

QUAN OF WASTE: 20775 K - - KILOGRAMS (2.2 POUNDS)
HAND METHOD: L - LANDFILL

WASTE 1: OTHER PCB WASTES INCLUDING CONTAMINATED SOIL, SOLIDS, SLUDGES, CLOTHING,
RAGS AND DREDGE MATERIAL.

WASTE 2:

- More Details Exist For This Site; Max Page Limit Reached -

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 29

DIST/DIR: 0.16 NE

MAP ID: 15

NAME: US NAVY SUPERVISOR OF SHIPBUILDERS
ADDRESS: QUONSET PT FACILITY E B DIV
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RJ8170090007
ID2:
STATUS: SGN
PHONE:

CONTACT:

SITE INFORMATION

UNIVERSE TYPE:

SQG - SMALL QUANTITY GENERATOR: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

3731 - MANUFACTURING - SHIP BUILDING AND REPAIRING

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 52	DIST/DIR: 0.17 SE	MAP ID: 10	
NAME: BUILDING 37 TRANSF OIL DISPOSAL AREA	REV: 2/24/03	ID1: B37-DOD ID2: STATUS: ACTIVE PHONE:	
ADDRESS: EAST OF BLDG. 224 NORTH KINGSTOWN RI	ID1:		
CONTACT:	ID2:		
<u>SITE INFORMATION</u>			
PROJECT DATE:			

STATE SITE			
SEARCH ID: 31	DIST/DIR: 0.17 SE	MAP ID: 24	
NAME: BUILDING 56 (NCBC)	REV: 2/24/03	ID1: B56-DOD ID2: STATUS: ACTIVE PHONE:	
ADDRESS: QUONSET NORTH KINGSTOWN RI	ID1:		
CONTACT:	ID2:		
<u>SITE INFORMATION</u>			
PROJECT DATE:			

STATE SITE			
SEARCH ID: 53	DIST/DIR: 0.17 SE	MAP ID: 10	
NAME: CED BATTERY ACID DISPOSAL (NCBC)	REV: 2/24/03	ID1: CBAD-DOD ID2: STATUS: INACTIVE PHONE:	
ADDRESS: SOUTH OF BLDG.224 NORTH KINGSTOWN RI	ID1:		
CONTACT:	ID2:		
<u>SITE INFORMATION</u>			
PROJECT DATE:			

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 54	DIST/DIR: 0.17 SE	MAP ID: 10	
NAME: CED SOLVENT DISPOSAL AREA (NCBC) ADDRESS: WEST OF BLDG.224 NORTH KINGSTOWN RI		REV: 2/24/03 ID1: CSDA-DOD ID2: STATUS: ACTIVE PHONE:	
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE:			

CERCLIS SITE			
SEARCH ID: 11	DIST/DIR: 0.17 SE	MAP ID: 10	
NAME: DOD/NCBC/CED BATTERY ACID DISPOSAL ADDRESS: SOUTH OF BUILDING 224 NORTH KINGSTOWN RI 02854		REV: 6/09/03 ID1: RID981065659 ID2: 0101365 STATUS: PART OF NPL PHONE:	
CONTACT:			
DESCRIPTION: NAVY IAS - 9/84. NOT PART OF NCBC CS; 18,000 GALLONS OF BATTERY ACID DISPOSED OF.			
ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Addressed as part of an existing NPL site	Federal Facilities		09-27-1990

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS SITE

SEARCH ID: 12 **DIST/DIR:** 0.17 SE **MAP ID:** 10

NAME: DOD/NCBC/CED SOLVENT DISPOSAL AREA
ADDRESS: WEST OF BUILDING 224
NORTH KINGSTOWN RI 02854

REV: 6/09/03
ID1: RID981065592
ID2: 0101364
STATUS: PART OF NPL
PHONE:

CONTACT:

DESCRIPTION:
NAVY IAS - 9/84. NOT PART OF NCBC CS, 10 GALLONS PER MONTH WERE DISPOSED OF FOR 20 YEARS. OWNER: NAVY, NCBC.

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Addressed as part of an existing NPL site	Federal Facilities		09-27-1990

STATE SITE

SEARCH ID: 36 **DIST/DIR:** 0.17 SW **MAP ID:** 26

NAME: NORTH KINGSTOWN PUBLIC WORKS
ADDRESS: 601 DEVILS FOOT ROAD
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: NKPW-DOT
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:

SITE INFORMATION

PROJECT DATE: 05/06/02

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 27	DIST/DIR: 0.17 SW	MAP ID: 22
----------------------	--------------------------	-------------------

NAME: PRO PAINT	REV: 3/11/02
ADDRESS: 221 EDMOND DR	ID1: RID987468584
NORTH KINGSTOWN RI 02852	ID2:
WASHINGTON	STATUS: SGN
CONTACT: TOM MARSOCCI	PHONE: 4018850070

SITE INFORMATION

CONTACT INFORMATION: TOM MARSOCCI
221 EDMOND DR
NORTH KINGSTOWN RI 02852

PHONE: 4018850070

CONTACT INFORMATION: TOM MARSOCCI
221 EDMOND DRIVE
NORTH KINGSTOWN RI 02852

PHONE: 4018850070

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 68 **DIST/DIR:** 0.20 SE **MAP ID:** 20

NAME: BUILDING 317	REV: 2/24/03
ADDRESS: SANFORD ROAD	ID1: 2327-ST
NORTH KINGSTOWN RI	ID2:
	STATUS: I - INACTIVE
CONTACT:	PHONE:

PROJECT DATE: 12/14/1994 0:00:00

STATE SITE

SEARCH ID: 32 **DIST/DIR:** 0.20 SE **MAP ID:** 20

NAME: CBC DAVISVILLE	REV: 2/24/03
ADDRESS: DAVISVILLE	ID1: CBCD-HWM
NORTH KINGSTOWN RI	ID2:
	STATUS: ACTIVE
CONTACT:	PHONE:

SITE INFORMATION

PROJECT DATE: 02/01/95

STATE SITE

SEARCH ID: 34 **DIST/DIR:** 0.20 SE **MAP ID:** 20

NAME: NCBC/SUB STATION NO. 3	REV: 2/24/03
ADDRESS: DAVISVILLE ROAD	ID1: SS3-DOD
NORTH KINGSTOWN RI	ID2:
	STATUS: INACTIVE
CONTACT:	PHONE:

SITE INFORMATION

PROJECT DATE:

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 35	DIST/DIR: 0.20 SE	MAP ID: 20	
NAME: NCBC/SUB STATION NO 4 ADDRESS: DAVISVILLE ROAD NORTH KINGSTOWN RI	REV: 2/24/03 ID1: SS4-DOD ID2: STATUS: INACTIVE PHONE:		
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE:			

LEAKING UNDERGROUND STORAGE TANKS			
SEARCH ID: 73	DIST/DIR: 0.20 SE	MAP ID: 20	
NAME: U.S. NAVY SEABEES ADDRESS: DAVISVILLE NORTH KINGSTOWN RI	REV: 2/24/03 ID1: 2314-ST ID2: STATUS: I - INACTIVE PHONE:		
CONTACT:			
PROJECT DATE: 4/30/1992 0:00:00			

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 25

DIST/DIR: 0.20 SE

MAP ID: 20

NAME: US DEFENSE PROPERTY DISP OFF DAVISVILLE
ADDRESS: DEVILS FOOT RD BLDG 314
WEST DAVISVILLE RI 02854

REV: 4/19/01
ID1: RI3971590002
ID2:
STATUS: SGN
PHONE: 4012672294

CONTACT: JOHN REDDY

SITE INFORMATION

CONTACT INFORMATION: JOHN REDDY
CHIEF DPDO
DEVILS FOOT RD BLDG 314
WEST DAVISVILLE RI 02854

PHONE: 4012672294

UNIVERSE NAME:

SGN: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

RCRA GENERATOR SITE

MAP ID: 21

REV: 12/9/02
ID1: RIR000502245
ID2:
STATUS: SGN
PHONE:

SGQ - SMALL QUANTITY GENERATOR: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

VIOLATION INFORMATION:

JOB: 71489.20

CERCLIS SITE			
SEARCH ID:	DIST/DIR:	MAP ID:	
7	0.21 SE	6	
NAME:	DOD/NCBC/NORTH KINGSTOWN SOLVENT DISP.	REV:	6/09/03
ADDRESS:	BETWEEN BUILDINGS 38 AND 67	ID1:	RID981066202
	NORTH KINGSTOWN RI 02854	ID2:	0101378
		STATUS:	PART OF NPL
CONTACT:		PHONE:	
DESCRIPTION:			
NAVY IAS - 9/84. NOT PART OF NCBC CS; ABOUT 3,000 GALLONS DISPOSED OF OWNER: NAVY, NCBC			
ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT	Federal Facilities		09-27-1990
Low			
SITE INSPECTION	Federal Facilities		11-13-1991
Addressed as part of an existing NPL site			

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 48	DIST/DIR: 0.21 SE	MAP ID: 6	
NAME: NORTH KINGSTOWN SOLVENT DISPOSAL (NCBC)		REV: 2/24/03	
ADDRESS: BETWEEN BLDs. 38 AND 37 NORTH KINGSTOWN RI		ID1: NKSD-DOD	
		ID2:	
		STATUS: INACTIVE	
CONTACT:		PHONE:	
<u>SITE INFORMATION</u>			
PROJECT DATE:			

STATE SITE			
SEARCH ID: 49	DIST/DIR: 0.21 SE	MAP ID: 6	
NAME: SOLVENT DISPOSAL AREA		REV: 2/24/03	
ADDRESS: BETWEEN BLDs. 38 AND 67 NORTH KINGSTOWN RI		ID1: B38-DOD	
		ID2:	
		STATUS: INACTIVE	
CONTACT:		PHONE:	
<u>SITE INFORMATION</u>			
PROJECT DATE:			

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA GENERATOR SITE

SEARCH ID: 21

DIST/DIR: 0.22 SW

MAP ID: 17

NAME: NORTH KINGSTOWN TOWN OF TRANSFER STATION
ADDRESS: 601 DEVILS FOOT RD
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RID987469517
ID2:
STATUS: SGN
PHONE:

CONTACT:

SITE INFORMATION

UNIVERSE TYPE:

SQG - SMALL QUANTITY GENERATOR: GENERATES 100 - 1000 KG/MONTH OF HAZARDOUS WASTE

SIC INFORMATION:

9199 - PUBLIC ADMIN - GENRAL GOVERNMENT, NEC

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS SITE			
SEARCH ID: 8	DIST/DIR: 0.32 SE	MAP ID: 7	
NAME: DOD/NCBC/BLDG. 37 TRANSFORMER OIL DISP. ADDRESS: EAST OF BUILDING 37 NORTH KINGSTOWN RI 02854		REV: 6/09/03 ID1: RID981066251 ID2: 0101380 STATUS: PART OF NPL PHONE:	
CONTACT:			
DESCRIPTION: NAVY IAS - 9/84. NAVY CS DUE. PART OF NCBC CS; 16 SOIL SAMPLES WILL BE CHECKED FOR PCB S. ABOUT 30 GALLONS OF TRANSFORMER OIL WERE DISPOSED OF OWNER: NAVY, NCBC.			
ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Addressed as part of an existing NPL site	Federal Facilities		09-27-1990

CERCLIS SITE			
SEARCH ID: 3	DIST/DIR: 0.36 SE	MAP ID: 3	
NAME: DOD/NCBC/FIREFIGHTING AREA #1 ADDRESS: MOSCRIP AVENUE & MIDDLETOWN STREET NORTH KINGSTOWN RI 02854		REV: 6/09/03 ID1: RID981066145 ID2: 0101375 STATUS: PART OF NPL PHONE:	
CONTACT:			
DESCRIPTION: NAVY IAS - 9/84. NOT PART OF NCBC CS OWNER: NAVY, NCBC.			
ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Addressed as part of an existing NPL site	EPA Fund-Financed		09-20-1985

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 39	DIST/DIR: 0.36 SE	MAP ID: 3	
NAME: FIRE FIGHTING TRAINING AREA - M&M (NCBC)	REV: 2/24/03	ID1: FFT-DOD ID2: STATUS: ACTIVE PHONE:	
ADDRESS: MOSCRIP AND MIDDLETOWN STREET	ID1:		
NORTH KINGSTOWN RI	ID2:		
CONTACT:	STATUS:		
PROJECT DATE:			

STATE SITE			
SEARCH ID: 33	DIST/DIR: 0.37 NW	MAP ID: 25	
NAME: KIEFER PARK TANK FARM	REV: 2/24/03	ID1: KPT-FUDS ID2: STATUS: ACTIVE PHONE:	
ADDRESS: SARATOGA STREET	ID1:		
NORTH KINGSTOWN RI	ID2:		
CONTACT:	STATUS:		
PROJECT DATE:			

STATE SITE			
SEARCH ID: 46	DIST/DIR: 0.37 SE	MAP ID: 5	
NAME: BUILDING W-3 DISPOSAL AREA (NCBC)	REV: 2/24/03	ID1: BW3D-DOD ID2: STATUS: ACTIVE PHONE:	
ADDRESS: EXETER AND FOSTER STREET	ID1:		
NORTH KINGSTOWN RI	ID2:		
CONTACT:	STATUS:		
PROJECT DATE:			

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS SITE			
SEARCH ID: 5	DIST/DIR: 0.37 SE	MAP ID: 5	
NAME: DOD/NCBC/BUILDING W-3 DISPOSAL AREA	REV: 6/09/03	ID1: RID981066137 ID2: 0101374 STATUS: PART OF NPL PHONE:	
ADDRESS: CORNER OF EXETER & FOSTER STREETS	ID1:		
NORTH KINGSTOWN RI 02854	ID2:		
CONTACT:	STATUS:		
DESCRIPTION: NAVY IAS - 9/84 NOT PART OF NCBC CS OWNER: NAVY, NCBC.			
ACTION/QUALITY	AGENCY/RPS	START/RAA	END
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Addressed as part of an existing NPL site	Federal Facilities		09-27-1990

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS SITE

SEARCH ID: 13

DIST/DIR: 0.45 SE

MAP ID: 11

NAME: FIREFIGHTING AREA #2
ADDRESS: ALLEN HARBOR, SOUTH SHORE
NORTH KINGSTOWN RI 02854

REV: 6/09/03
ID1: RID981064413
ID2: 0101341
STATUS: NOT PROPOSED
PHONE: 6179181284

CONTACT: TOM HATZOPOULOS

DESCRIPTION:
OWNER: EITHER PORT AUTHORITY OR N. KINGSTOWN NCBC OASI - 9/84. MAY BE STUDIED BY ARMY CORPS OF ENGINEERS
DERP.

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
SITE REASSESSMENT Low	EPA Fund-Financed		08-02-2001
DISCOVERY	State, Fund Financed		04-11-1985
PRELIMINARY ASSESSMENT Low	EPA Fund-Financed		09-20-1985
REMOVAL ASSESSMENT	EPA Fund-Financed Primary	01-29-1996	02-02-1996
SITE INSPECTION Low	EPA Fund-Financed		11-13-1991

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 59	DIST/DIR: 0.45 SE	MAP ID: 11	
NAME: FIREFIGHTING AREA NO. 2 ADDRESS: SOUTH SHORE ALLEN HARBOR NORTH KINGSTOWN RI		REV: 01/26/99 ID1: FFAS-SFA ID2: STATUS: ACTIVE PHONE:	
CONTACT:			
PROJECT DATE: 03/23/95			

STATE SITE			
SEARCH ID: 58	DIST/DIR: 0.45 SE	MAP ID: 11	
NAME: FIREFIGHTING AREA NO. 2 ADDRESS: SOUTH SHORE ALLEN HARBOR NORTH KINGSTOWN RI		REV: 2/24/03 ID1: FFA2-SFA ID2: STATUS: ACTIVE PHONE:	
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE: 03-23-95			

STATE SITE			
SEARCH ID: 60	DIST/DIR: 0.45 SE	MAP ID: 11	
NAME: FIREFIGHTING AREA NO.2 (NCBC) ADDRESS: SOUTH SHORE ALLEN HARBOR NORTH KINGSTOWN RI		REV: 2/24/03 ID1: FFA2-DOD ID2: STATUS: INACTIVE PHONE:	
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE:			

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

CERCLIS SITE

SEARCH ID: 10

DIST/DIR: 0.47 SE

MAP ID: 9

NAME: INTERNATIONAL DEPOSITORY
ADDRESS: BUILDING 885, QUONSET POINT
NORTH KINGSTOWN RI 02881

REV: 6/09/03
ID1: RID991302407
ID2: 0101913
STATUS: NOT PROPOSED
PHONE: 6179181274

CONTACT: GARY LIPSON

DESCRIPTION:
TRANSFER STATION TRANSFER STATION

ACTION/QUALITY	AGENCY/RPS	START/RAA	END
ADMIN ORDER ON CONSENT	Federal Enforcement		05-24-1993
DISCOVERY	EPA Fund-Financed		02-15-1989
NON-NPL PRP SEARCH	Federal Enforcement Primary	05-15-1991	05-24-1993
PRELIMINARY ASSESSMENT High	EPA Fund-Financed		03-30-1990
REMOVAL Partially Cleaned up	EPA Fund-Financed Primary	06-05-1991 Original Action Take Over	04-30-1992
REMOVAL Cleaned up	EPA Fund-Financed Primary	05-24-1993 New Action Resulting from Take Over	06-28-1994
UNILATERAL ADMIN ORDER	Federal Enforcement		02-10-1992

***Environmental FirstSearch
Site Detail Report***

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA TSD SITE

SEARCH ID: 18

DIST/DIR: 0.47 SE

MAP ID: 9

NAME: INTERNATIONAL DEPOSITORY INC
ADDRESS: QUONSET POINT BLDG 885
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RID991302407
ID2:
STATUS: TSD
PHONE:

CONTACT:

SITE INFORMATION

CONTACT INFORMATION: RICHARD-J CASEY
EXEC V P
34 DIKE ST
PROVIDENCE RI 02909

PHONE: 4012724500

UNIVERSE TYPE:

SIC INFORMATION:

4226 - TRANS. & UTILITIES - SPECIAL WAREHOUSING AND STORA

RAATS INFORMATION:

DOCKET NUMBER:
DATE RECEIVED:
ORDER TYPE: NOV
COMMENTS:

INITIAL DATE: 3271990
AMOUNT:
FACILITY: PRIVATELY HELD FACILITY

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	DATE:	09-SEP-88
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	DATE:	31-JUL-85
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	29-MAY-84
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	28-MAR-90
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		
AGENCY:	S - STATE	DATE:	25-OCT-89
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		

VIOLATION INFORMATION:

VIOLATION NUMBER:	0001	RESPONSIBLE:	S - STATE
DETERMINED:	29-MAY-84	DETERMINED BY:	S - STATE

- Continued on next page -

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA TSD SITE

SEARCH ID: 18

DIST/DIR: 0.47 SE

MAP ID: 9

NAME: INTERNATIONAL DEPOSITORY INC
ADDRESS: QUONSET POINT BLDG 885
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RID991302407
ID2:
STATUS: TSD
PHONE:

CONTACT:

CITATION: **RESOLVED:** 26-SEP-84
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 30-JUL-85 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 08-MAY-87 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 18-AUG-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0005 **RESPONSIBLE:** S - STATE
DETERMINED: 18-AUG-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0006 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0007 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0008 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0009 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0010 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS

VIOLATION NUMBER: 0011 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE

- Continued on next page -

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA TSD SITE			
SEARCH ID:	DIST/DIR:	MAP ID:	
18	0.47 SE	9	
NAME: INTERNATIONAL DEPOSITORY INC ADDRESS: QUONSET POINT BLDG 885 NORTH KINGSTOWN RI 02852		REV: 12/9/02 ID1: RID991302407 ID2: STATUS: TSD PHONE:	
CONTACT:			
CITATION:	RESOLVED:	28-JUN-94	
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0012	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS		
VIOLATION NUMBER:	0013	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0014	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)		
VIOLATION NUMBER:	0015	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0016	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DLB - TSD LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0017	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS		
VIOLATION NUMBER:	0018	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0019	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)		
VIOLATION NUMBER:	0020	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0021	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA COR SITE

SEARCH ID: 19

DIST/DIR: 0.47 SE

MAP ID: 9

NAME: INTERNATIONAL DEPOSITORY INC
ADDRESS: QUONSET POINT BLDG 885
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RID991302407
ID2:
STATUS: TSD
PHONE: 4012724500

CONTACT:

SITE INFORMATION

CONTACT INFORMATION: RICHARD-J CASEY
EXEC V P
34 DIKE ST
PROVIDENCE RI 02909

PHONE: 4012724500

UNIVERSE NAME:

NO LONGER REGULATED

SIC INFORMATION:

4226 - TRANS. & UTILITIES - SPECIAL WAREHOUSING AND STORA

RAATS INFORMATION:

DOCKET NUMBER:		INITIAL DATE:	3271990
DATE RECEIVED:		AMOUNT:	
ORDER TYPE:	NOV	FACILITY:	PRIVATELY HELD FACILITY
COMMENTS:			

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	DATE:	31-JUL-85
TYPE:	120 - WRITTEN INFORMAL		

AGENCY:	S - STATE	DATE:	09-SEP-88
TYPE:	310 - FINAL 3008(A) COMPLIANCE ORDER		

AGENCY:	S - STATE	DATE:	25-OCT-89
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		

AGENCY:	S - STATE	DATE:	28-MAR-90
TYPE:	210 - INITIAL 3008(A) COMPLIANCE ORDER		

AGENCY:	S - STATE	DATE:	29-MAY-84
TYPE:	120 - WRITTEN INFORMAL		

VIOLATION INFORMATION:

VIOLATION NUMBER:	0001	RESPONSIBLE:	S - STATE
--------------------------	------	---------------------	-----------

- Continued on next page -

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA COR SITE

SEARCH ID: 19

DIST/DIR: 0.47 SE

MAP ID: 9

NAME: INTERNATIONAL DEPOSITORY INC
ADDRESS: QUONSET POINT BLDG 885
NORTH KINGSTOWN RI 02852

REV: 12/9/02
ID1: RID991302407
ID2:
STATUS: TSD
PHONE: 4012724500

CONTACT:

DETERMINED: 29-MAY-84 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 26-SEP-84
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0002 **RESPONSIBLE:** S - STATE
DETERMINED: 30-JUL-85 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0003 **RESPONSIBLE:** S - STATE
DETERMINED: 08-MAY-87 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0004 **RESPONSIBLE:** S - STATE
DETERMINED: 18-AUG-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0005 **RESPONSIBLE:** S - STATE
DETERMINED: 18-AUG-88 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)

VIOLATION NUMBER: 0006 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0007 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0008 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: GLB - GENERATOR LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0009 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DLB - TSD LAND BAN REQUIREMENTS

VIOLATION NUMBER: 0010 **RESPONSIBLE:** S - STATE
DETERMINED: 16-AUG-89 **DETERMINED BY:** S - STATE
CITATION: **RESOLVED:** 28-JUN-94
TYPE: DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS

VIOLATION NUMBER: 0011 **RESPONSIBLE:** S - STATE

- Continued on next page -

Environmental FirstSearch *Site Detail Report*

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

RCRA COR SITE			
SEARCH ID:	DIST/DIR:	MAP ID:	
19	0.47 SE	9	
NAME: INTERNATIONAL DEPOSITORY INC ADDRESS: QUONSET POINT BLDG 885 NORTH KINGSTOWN RI 02852		REV: 12/9/02 ID1: RID991302407 ID2: STATUS: TSD PHONE: 4012724500	
CONTACT:			
DETERMINED:	16-AUG-89	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0012	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS		
VIOLATION NUMBER:	0013	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0014	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)		
VIOLATION NUMBER:	0015	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0016	RESPONSIBLE:	S - STATE
DETERMINED:	29-JAN-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DLB - TSD LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0017	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DCL - TSD CLOSURE/POST CLOSURE REQUIREMENTS		
VIOLATION NUMBER:	0018	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DFR - TSD FINANCIAL RESPONSIBILITY REQUIREMENTS		
VIOLATION NUMBER:	0019	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	DOT - TSD OTHER REQUIREMENTS (OVERSIGHT LEVEL)		
VIOLATION NUMBER:	0020	RESPONSIBLE:	S - STATE
DETERMINED:	14-MAY-90	DETERMINED BY:	S - STATE
CITATION:		RESOLVED:	28-JUN-94
TYPE:	GLB - GENERATOR LAND BAN REQUIREMENTS		
VIOLATION NUMBER:	0021	RESPONSIBLE:	S - STATE

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE			
SEARCH ID: 51	DIST/DIR: 0.47 SE	MAP ID: 9	
NAME: INTERNATIONAL DEPOSITORY INC. ADDRESS: QUONSET POINT NORTH KINGSTOWN RI		REV: 2/24/03 ID1: IDI-SFA ID2: STATUS: ACTIVE PHONE:	
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE: 03/21/95			

STATE SITE			
SEARCH ID: 50	DIST/DIR: 0.47 SE	MAP ID: 9	
NAME: INTERNATIONAL DEPOSITORY INC. ADDRESS: QUONSET POINT NORTH KINGSTOWN RI		REV: 2/24/03 ID1: IDI-HWM ID2: STATUS: ACTIVE PHONE:	
CONTACT:			
<u>SITE INFORMATION</u>			
PROJECT DATE:			

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

STATE SITE

SEARCH ID: 77

DIST/DIR: NON GC

MAP ID:

NAME: DAVISVILLE WATER TANK PROJECT
ADDRESS: QUONSET/DAVISVILLE PARK
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: DWTP-HWM
ID2:
STATUS: INACTIVE
PHONE:

CONTACT:

SITE INFORMATION

PROJECT DATE: 04/26/99

NPL SITE

SEARCH ID: 74

DIST/DIR: NON GC

MAP ID:

NAME: DOD/NCBC/CED ASPHALT DISPOSAL AREA
ADDRESS: OFF SANFORD ROAD
NORTH KINGSTOWN RI 02852

REV:
ID1: RID981066269
ID2:
STATUS: PART OF NPL
PHONE:

CONTACT:

EVENT TYPE

DISCOVERY: STATE
PROPOSED: STATE
FINAL LIST: STATE

DATE: 04-11-85
DATE:
DATE:

ACTIVITIES:

CONTAMINANT:

SOURCE:

CONTAMINATED:
THREATENED:

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 75

DIST/DIR: NON GC

MAP ID:

NAME: F/V ATLANTIC TRAWLERS
ADDRESS: DAVISVILLE/QUONSETT POINT QUONSETT PORT AUTHORITY
NORTH KINGSTOWN RI 02852

REV:
ID1: 548186
ID2:
STATUS: UNKNOWN
PHONE:

CONTACT:

CERCLIS (Y/N):

MAT: OIL, FUEL: NO. 2-D **QUANT:** 50 **GALLONS**

LOCATION: DAVISVILLE/QUONSETT POINT QUONSETT PORT AUTHORITY DOCK
CITY: PORTLAND ME 04222 **REPORTED:** 08/14/97

SOURCE: UNKNOWN **MEDIUM:** WATER
FUEL TANK CONTAINMENT AREA / DURING A FUEL TRANSFER THE TANK WAS OVERFILLED S
CAUSE: UNKNOWN
PILLING PRODUCT INTO CONTAINMENT AREA AND OVERBOARD

ACT: CONTAINMENT AREA CLEANED BY CREW OF VESSEL / COAST GUARD ONSCENE
BY:

STATE SITE

SEARCH ID: 78

DIST/DIR: NON GC

MAP ID:

NAME: QUONSET POINT AUTO FLUFF
ADDRESS: QUONSET ACCESS RD.
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: QPAF-HWM
ID2:
STATUS: INACTIVE
PHONE:

CONTACT:

SITE INFORMATION

PROJECT DATE:

Environmental FirstSearch
Site Detail Report

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

LEAKING UNDERGROUND STORAGE TANKS

SEARCH ID: 81 **DIST/DIR:** NON GC **MAP ID:**

NAME: RI DOT PROPERTY
ADDRESS: SANFORD ROAD
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: 2347-ST
ID2:
STATUS: A - ACTIVE
PHONE:

CONTACT:

PROJECT DATE: 5/10/2002 0:00:00

STATE SITE

SEARCH ID: 79 **DIST/DIR:** NON GC **MAP ID:**

NAME: RI DOT PROPOSED STATE HIGHWAY 6
ADDRESS: PLAT 181, LOT 6 DEVILS FOOT ROAD
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: RSH6-DOT
ID2:
STATUS: ACTIVE
PHONE:

CONTACT:

SITE INFORMATION

PROJECT DATE: 07/26/00

STATE SITE

SEARCH ID: 80 **DIST/DIR:** NON GC **MAP ID:**

NAME: RI EDC
ADDRESS: ROGER WILLIAMS WAY & ECCLESTO
NORTH KINGSTOWN RI

REV: 2/24/03
ID1: RIED-HWM
ID2:
STATUS: INACTIVE
PHONE:

CONTACT:

SITE INFORMATION

PROJECT DATE: 03/30/99

**Environmental FirstSearch
Site Detail Report**

TARGET SITE: NEWCOMB ROAD
NORTH KINGSTOWN RI 02852

JOB: 71489.20

EMERGENCY RESPONSE NOTIFICATION SITE

SEARCH ID: 76

DIST/DIR: NON GC

MAP ID:

NAME: U S NAVY CBC
ADDRESS: DAVISVILLE ROAD
DAVISVILLE RI
WASHINGTON
CONTACT:

REV: 2/21/92
ID1: 254631
ID2:
STATUS: FIXED FACILITY
PHONE:

SPILL INFORMATION

DATE OF SPILL: 2/21/1992 **TIME OF SPILL:** 0830

PRODUCT RELEASED (1): POLYCHLORINATED BIPHENYLS
QUANTITY (1): 2
UNITS (1): GAL

PRODUCT RELEASED (2):
QUANTITY (2):
UNITS (2):

PRODUCT RELEASED (3):
QUANTITY (3):
UNITS (3):

MEDIUM/MEDIA AFFECTED

AIR:	NO	GROUNDWATER:	NO
LAND:	YES	FIXED FACILITY:	NO
WATER:	NO	OTHER:	NO
WATERBODY AFFECTED BY RELEASE:		CONCRETE AND SOIL	

CAUSE OF RELEASE

DUMPING:	NO	EQUIPMENT FAILURE:	NO
NATURAL PHENOMENON:	NO	OPERATOR ERROR:	NO
OTHER CAUSE:	NO	TRANSP. ACCIDENT:	NO
UNKNOWN:	NO		

ACTIONS TAKEN: PUT DOWN ABSORBENTS
RELEASE DETECTION: TRANSFORMER/VALVE OPENED
MISC. NOTES: TRANSFORMER IS A PAD MOUNT

DISCHARGER INFORMATION

DISCHARGER ID: 254631
TYPE OF DISCHARGER: FEDERAL GOVERNMENT
NAME OF DISCHARGER: U S NAVY CBC
ADDRESS: DAVISVILLE RI 02850

DUN & BRADSTREET #:

Environmental FirstSearch
Street Name Report for Streets within 1 Mile(s) of Target Property

TARGET SITE: NEWCOMB ROAD
 NORTH KINGSTOWN RI 02852

JOB: 71489.20

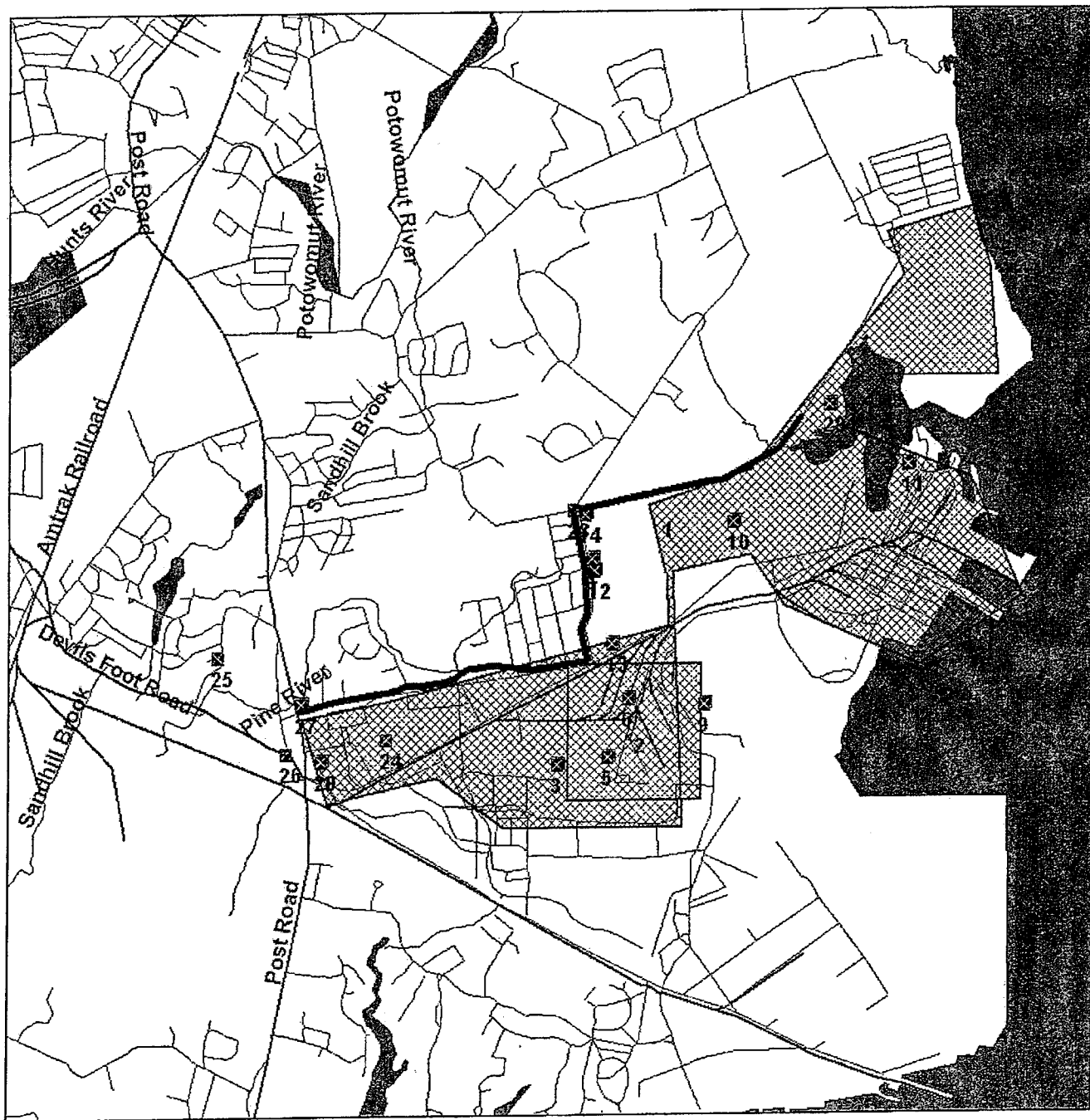
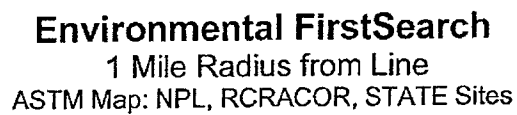
Street Name	Dist/Dir	Street Name	Dist/Dir
12th St	0.57 SE	Linwood Dr	0.00 --
Adelina Dr	0.00 --	Little Bit Ln	0.74 NE
Airport St	0.99 SE	Lt James Brown Rd	0.77 SE
Alexander Dr	0.85 NW	Lynn Dr	0.67 NW
Allen Ave	0.91 NE	Magnolia St	0.71 SE
Anchor St	0.50 SE	Mainsail Dr	0.93 SE
Ann Ln	0.78 NW	Maple Cir	0.52 NW
Arcadia Dr	0.49 NW	Maple Dr	0.49 NW
Arrow Ln	0.65 NW	Marine Rd	0.35 SE
Asqah Dr	0.97 SE	Mark Dr	0.00 --
Atlantic Ave	0.99 NE	Maxwell Dr	0.57 SE
Bayview Ave	0.93 NE	Mesa Dr	0.53 NW
Bea Dr	0.05 SW	Midio Dr	0.16 NE
Belle Air Dr	0.88 NW	Millcreek Dr	0.96 SE
Beverly Rd	0.92 NW	Mills Farm Rd	0.87 NW
Blueberry Dr	0.85 NW	Mitola Dr	0.60 NW
Bollard St	0.52 SE	Mooring Dr	0.66 SE
Briarbrook Dr	0.73 NW	Mount View Ave	0.81 NE
Brookhaven Rd	0.88 NW	Murray Ave	0.88 NE
Brookside Dr	0.50 NW	N Quidnessett Rd	0.94 NW
Callahan Rd	0.33 SE	Namcook Rd	0.07 SW
Camp Ave	0.69 SE	Narragansett Ave	0.99 NE
Candlewood Dr	0.27 NW	Navy Dr	0.35 NW
Captain Wightman Ln	0.89 NW	Nerove St	0.53 SE
Casperson Ave	0.49 NW	Nesta Dr	0.00 --
Catherine Dr	0.54 NW	New Lexington Rd	0.43 NW
Cattail Ln	0.99 SE	Newcomb Rd	0.00 --
Chadsey Rd	0.49 NW	Nicholas Rd	0.77 NW
Cherokee Ln	0.69 NW	Nised Dr	0.00 --
Chimney Rock Dr	0.88 NW	NORTH Quidnessett Rd	0.94 NW
Cleat St	0.54 SE	Northrup Rd	0.40 SE
Compass Cir	0.60 NW	Oak Tree Dr	0.62 NW
Coolidge Ave	0.71 NE	Outboard St	0.60 SE
Coriander Ln	0.24 NW	Park Pl	0.85 NW
Crestfield Rd	0.47 NW	Parkside Way	0.82 NW
Cynthia Dr	0.00 --	Pat Cir	0.83 NW
Dahlia Dr	0.63 NW	Paula Dr	0.87 NW
Dana Rd	0.92 SE	Peaceful Ln	1.00 NW
Davis Rd	0.78 SE	Peachtree Rd	1.00 NW
Davisville Rd	0.02 SE	Pequot St	0.57 SE
Dawes Ave	0.70 NE	Perimeter Rd	0.00 --
Devils Foot Rd	0.16 SW	Petee Ave	0.75 NE
Doreen Dr	0.09 NW	Pilgrim Dr	0.47 NW
Dupont Cir	0.50 NW	Pine Glen Dr	0.36 -W
East Ct	0.79 NW	Pine River Rd	0.00 --
Edmund Dr	0.09 SW	Post Rd	0.01 SW
Eileen Dr	0.00 --	Potter Rd	0.00 --
Essex Rd	0.94 NW	Quail St	0.32 NW

Environmental FirstSearch
Street Name Report for Streets within 1 Mile(s) of Target Property

TARGET SITE: NEWCOMB ROAD
 NORTH KINGSTOWN RI 02852

JOB: 71489.20

Street Name	Dist/Dir	Street Name	Dist/Dir
Evergreen Rd	0.69 NW	Quonset Access Rd	0.24 SE
Ewing Rd	0.86 NW	Ranger Rd	0.29 NW
Fairfield Rd	0.81 NW	Redwood St	0.61 SE
Finn St	0.71 NE	Ripple Ln	0.89 SE
Fischer Dr	0.00 --	Robin Dr	0.71 SE
Fletcher Rd	0.00 --	Roger Williams Way	0.40 SE
Floral Ave	0.86 NE	Rosemary Dr	0.83 NW
Forest Park Dr	0.80 NW	Sachem Rd	0.54 NW
Ginger Ct	0.27 NW	Sage Trl	0.22 NW
Glacier Dr	0.59 NW	Sand Hill Dr	0.55 NW
Gladys Dr	0.22 NW	Sanford Rd	0.00 --
Gosnold Rd	0.69 NW	Saratoga Rd	0.35 NW
Grapnel St	0.60 SE	Scenic Dr	0.57 NW
Green Farm Ln	0.68 NW	School St	0.97 NW
Greenmeadow Cir	0.89 NW	Short Rd	0.08 NW
Halyard St	0.63 SE	Siding Ct	1.00 NW
Hancock Dr	1.00 NW	Signal Rock Dr	0.29 NW
Hanson Dr	0.96 NW	Smith St	0.58 SE
Harding St	0.86 NE	Spinks Neck Rd	0.48 SE
Harrington Rd	0.82 NW	Spinnaker St	0.50 SE
Harrison St	0.75 NE	Spring Rd	0.48 NW
Helsman Rd	0.58 SE	State St	0.00 --
Heritage Rd	0.54 NW	Suffolk Dr	0.65 NW
Highbank Ave	0.96 NE	Sunnybrook Dr	0.97 NW
Hoover St	0.70 NE	Susan Ct	0.90 NW
Hornet Rd	0.39 NW	Torrie Ln	0.84 NW
Horse Pound Rd	1.00 SE	Union Dr	0.33 NW
Inboard St	0.66 SE	Vaughan Way	0.99 NW
Jay Dr	0.00 --	Vaughn Way	1.00 NW
Jerry Ln	0.09 NW	Verdant Dr	0.96 SE
Jones Rd	0.32 SE	Walnut Rd	0.99 SE
King Phillip Cir	0.59 NW	Walter Dr	0.00 --
King Phillip Dr	0.46 NW	Wasp Rd	0.38 NW
Knollwood EAST	0.16 NW	Waterwheel Ln	0.92 SE
Knollwood WEST	0.14 NW	West Ct	0.91 NW
Knollwood Cir	0.16 NW	Westcott Rd	0.31 SE
Koster Rd	0.74 SE	Woodlawn Dr	0.86 NW
Krzak Rd	0.51 NW	Yellowstone Dr	0.65 NW
Lake Dr	0.73 NW	Yorktown Rd	0.32 NW
Lea Dr	0.00 --		
Lincoln St	0.47 SE		



Linear Search Line
 Identified Site, Multiple Sites, Receptor
 NPL, Solid Waste Landfill (SWL) or Hazardous Waste
 Railroads

Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius



Environmental FirstSearch
.5 Mile Radius from Line
ASTM Map: CERCLIS, RCRATSD, LUST, SWL



NEWCOMB ROAD, NORTH KINGSTOWN RI 02852



Source: 1999 U.S. Census TIGER Files

- Linear Search Line
Identified Site, Multiple Sites, Receptor
NPL, Solid Waste Landfill (SWL) or Hazardous Waste
Railroads
Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

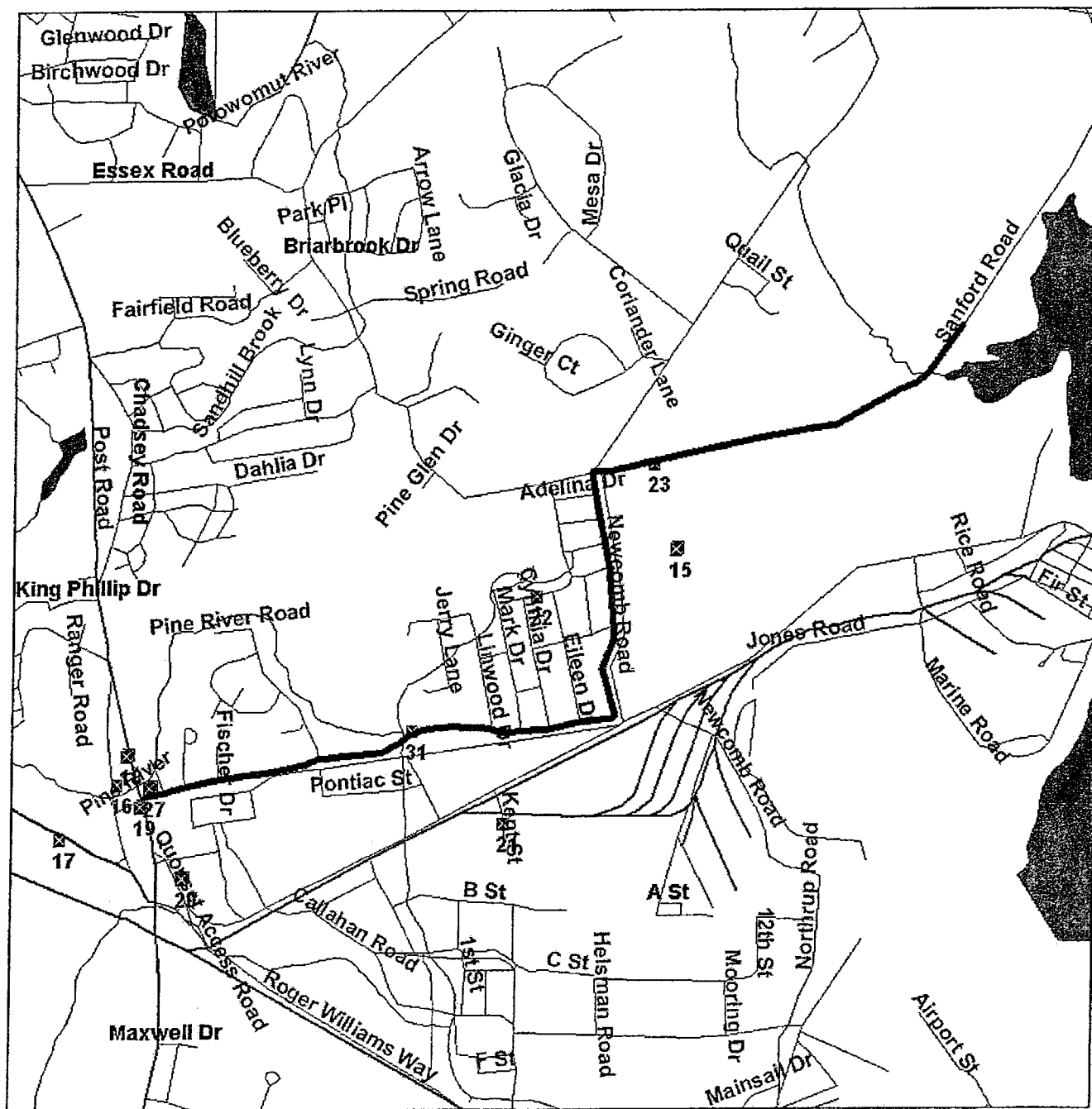


Environmental FirstSearch

.25 Mile Radius from Line
ASTM Map: RCAGEN, ERNS, UST



NEWCOMB ROAD, NORTH KINGSTOWN RI 02852



Source: 1999 U.S. Census TIGER Files

- Linear Search Line
- Identified Site, Multiple Sites, Receptor ⊠
- NPL, Solid Waste Landfill (SWL) or Hazardous Waste ⊠
- Railroads ⊠
- Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius

NEWCOMB ROAD, NORTH KINGSTOWN RI 02852



Source: 1999 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, Solid Waste Landfill (SWL) or Hazardous Waste

National Historic Sites and Landmark Sites

Railroads

Black Rings Represent 1/4 Mile Radii; Red Ring Represents 500 ft. Radius



Vanasse Hangen Brustlin, Inc.

August 4, 2003

Ref: 71489

Mr. Richard Enser
Natural Resource Specialist
RIDEM Division of Planning and Development
235 Promenade Street
Providence, RI 02908

Re: South County Bicycle Facility Site Assessment Project
North Kingstown and Narragansett, Rhode Island

Dear Mr. Enser:

Vanasse Hangen Brustlin, Inc (VHB) has been retained by the Rhode Island Department of Transportation (RIDOT) to prepare environmental documentation for three proposed bicycle path facilities within North Kingstown and Narragansett, Rhode Island.

The proposed Wickford Junction Bikepath spur is approximately 2.5 miles long and follows the route of the former Newport and Wickford Rail Road and Steamboat Company right-of-way (ROW) in North Kingstown, Rhode Island (Refer to Figure 1). The proposed bikepath follows an abandoned railroad (RR) ROW from Wickford Junction at Route 102, east to the Town Hall near Wickford Village. A review of the available Natural Heritage Program mapping of the area surrounding the project alignment with RIGIS rare species coverage indicates that Bellville Pond and its associated wetland resources located south of the RR ROW are within a polygon of an estimated habitat and range of rare species or a noteworthy natural communities.

The proposed Narrow River Bikepath is approximately 1.8 miles along the Subtransmission Line No. 3302 right-of-way (ROW) in North Kingstown, Rhode Island (Refer to Figure 2). The proposed bikepath follows an electric power transmission ROW from Mettatuxet Road south to the Narrow River, west of the Sprague Bridge. A review of the available Natural Heritage Program mapping of the area surrounding the project alignment with RIGIS rare species coverage indicates that the Pettaquamscutt River and its associated wetland resources located west of large segments of the ROW are within a polygon of an estimated habitat and range of rare species or a noteworthy natural community. The southern most 800 feet of the proposed alignment is located within the polygon of an estimated habitat and range of rare species or a noteworthy natural community.

The proposed Davisville Bike Path spur is approximately 2.75 miles along the road network adjacent to the Naval Construction Battalion Center perimeter fence in North Kingstown, Rhode Island (Refer to Figure 3). The bikepath is proposed to begin at the intersection of Newcomb Road and Post Road, and continue east to Calf Pasture Point Park. A review of the available Natural Heritage Program

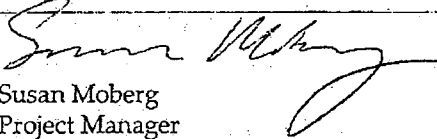
Richard Enser
Project No.: 71489
August 4, 2003
Page 2

mapping of the area surrounding the project alignment with RIGIS rare species coverage indicates no estimated habitat and range of rare species or a noteworthy natural communities.

We request that you provide information on the presence of rare, threatened or endangered species, or exemplary natural communities in the vicinity of the potential project area for the purpose of project planning. Please contact me at (401)-272-8100 if you require further information concerning this project.

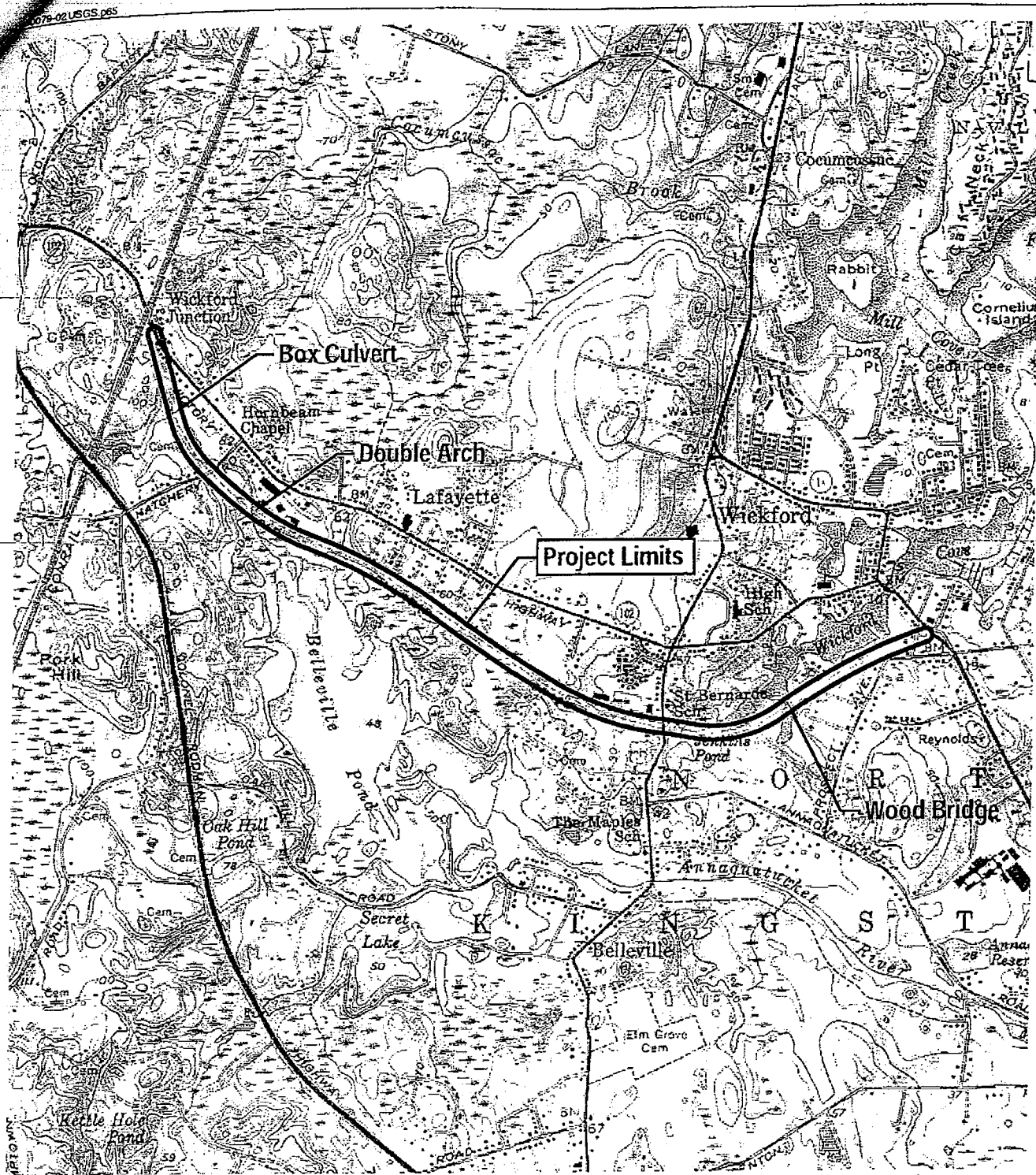
Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.


Susan Moberg
Project Manager

Enclosures





Source: Wickford, RI (1975) U.S.G.S Quadrangle

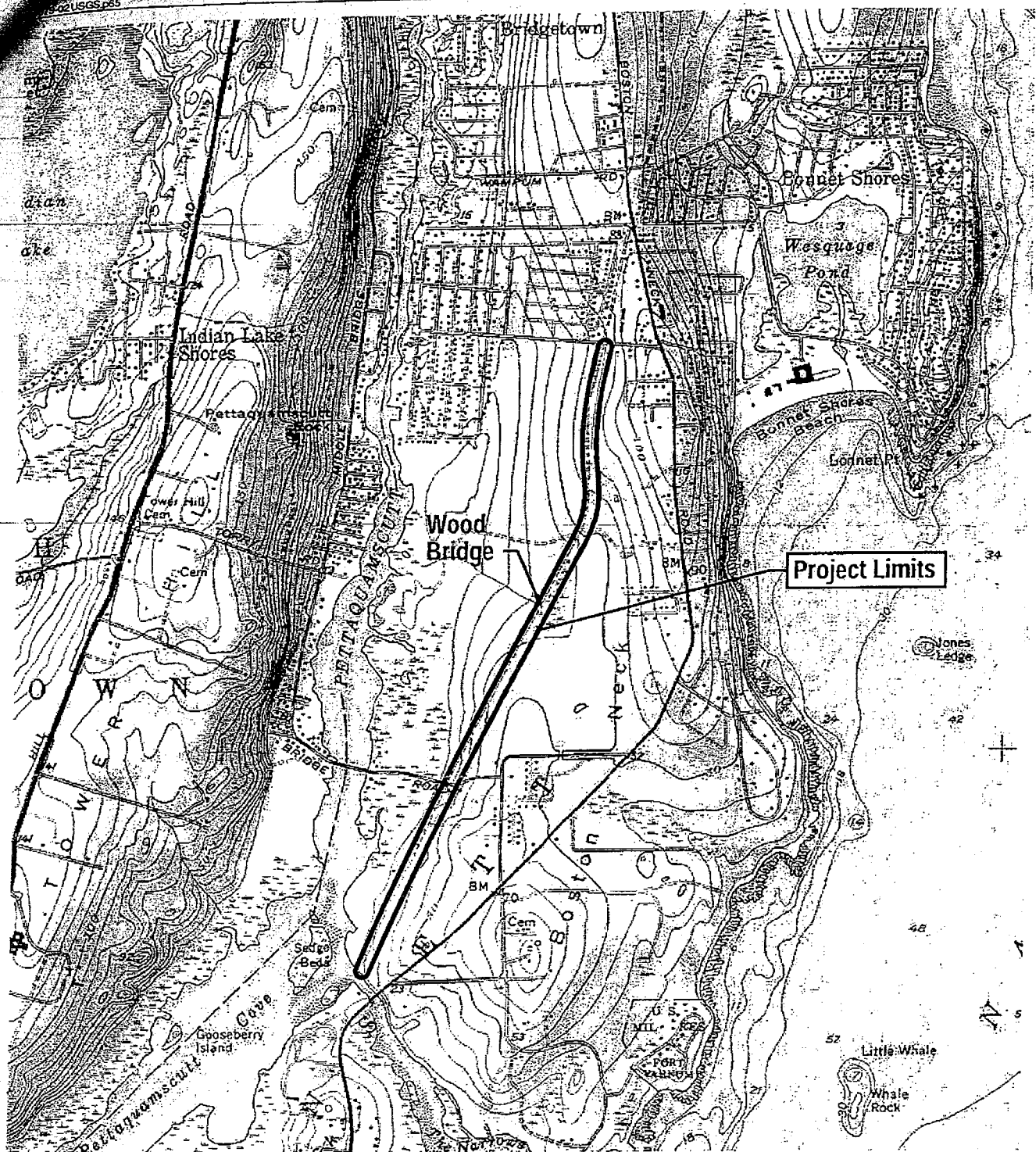
Vanasse Hangen Brustlin, Inc.



0 1000 2000 Feet

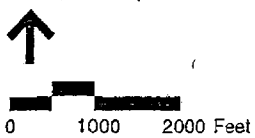
Project Location Map
Wickford Junction Spur
South County Bicycle Facility Site Assessment Project
North Kingstown, Rhode Island

Figure 1



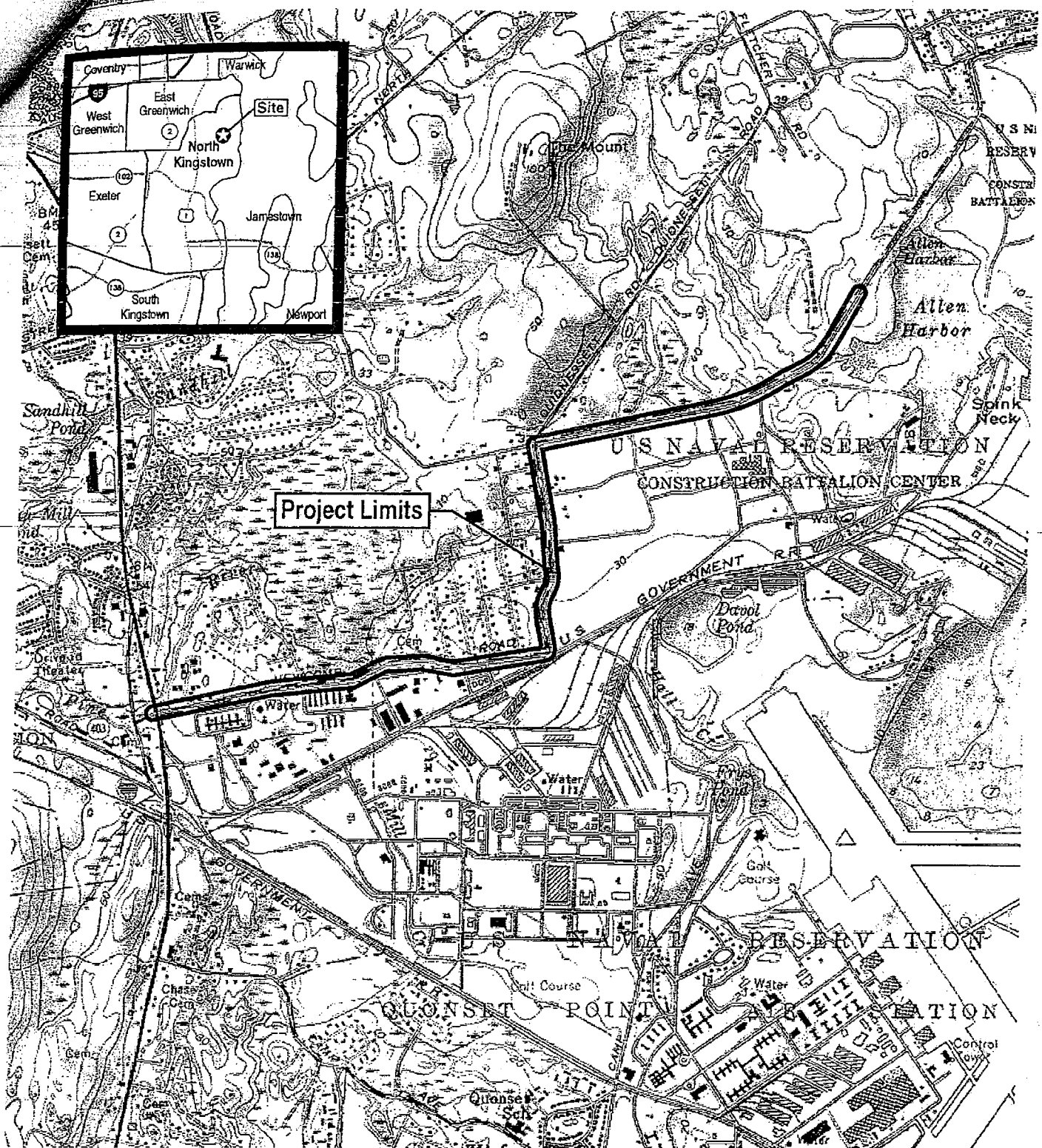
Source. Kingston, RI (1975) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.



Project Location Map
Narrow River Bikepath
South County Bicycle Facility Site Assessment Project
Narragansett, Rhode Island

Figure 2



Source: Watch Hill, RI-Conn (1984) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.



Site Location Map
Davisville Bicycle Path
South County Bicycle Facility Site Assessment Project
North Kingstown, Rhode Island

Figure 3

**Transportation
Land Development
Environmental
Services**



imagination | innovation | energy Creating results for our clients and benefits for our communities

Vanasse Hangen Brustlin, Inc.

August 4, 2003

Ref: 71489

Mr. Michael Amaral
Senior Endangered Species Biologist
U.S. Fish & Wildlife Service
New England Field Office
70 Commercial Street Suite 300
Concord, NH 03301-5087

Re: South County Bicycle Facility Site Assessment Project
North Kingstown and Narragansett, Rhode Island

Dear Mr. Amaral:

Vanasse Hangen Brustlin, Inc (VHB) has been retained by the Rhode Island Department of Transportation (RIDOT) to prepare environmental documentation for three proposed bicycle path facilities within North Kingstown and Narragansett, Rhode Island.

The proposed Wickford Junction Bikepath spur is approximately 2.5 miles long and follows the route of the former Newport and Wickford Rail Road and Steamboat Company right-of-way (ROW) in North Kingstown, Rhode Island (Refer to Figure 1). The proposed bikepath follows an abandoned railroad (RR) ROW from Wickford Junction at Route 102, east to the Town Hall near Wickford Village.

The proposed Narrow River Bikepath is approximately 1.8 miles along the Subtransmission Line No. 3302 right-of-way (ROW) in North Kingstown, Rhode Island (Refer to Figure 2). The proposed bikepath follows an electric power transmission ROW from Mettatuxet Road south to the Narrow River, west of the Sprague Bridge.

The proposed Davisville Bike Path spur is approximately 2.75 miles along the road network adjacent to the Naval Construction Battalion Center perimeter fence in North Kingstown, Rhode Island (Refer to Figure 3). The bikepath is proposed to begin at the intersection of Newcomb Road and Post Road, and continue east to Calf Pasture Point Park.

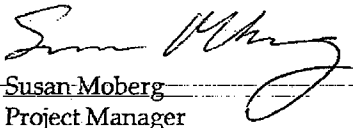
530 Broadway
Providence, Rhode Island 02909-1820
401.272.8100 • FAX 401.273.9694
email: info@vhb.com
www.vhb.com

Michael Amaral
Project No.: 71489
August 4, 2003
Page 2

VHB requests information from the U.S. Fish & Wildlife Service regarding the presence of any federal-listed, threatened or endangered species, or critical habitats in the vicinity of the potential project areas for the purpose of project planning. Please contact me at (401)-272-8100 if you require further information concerning this project.

Very truly yours,

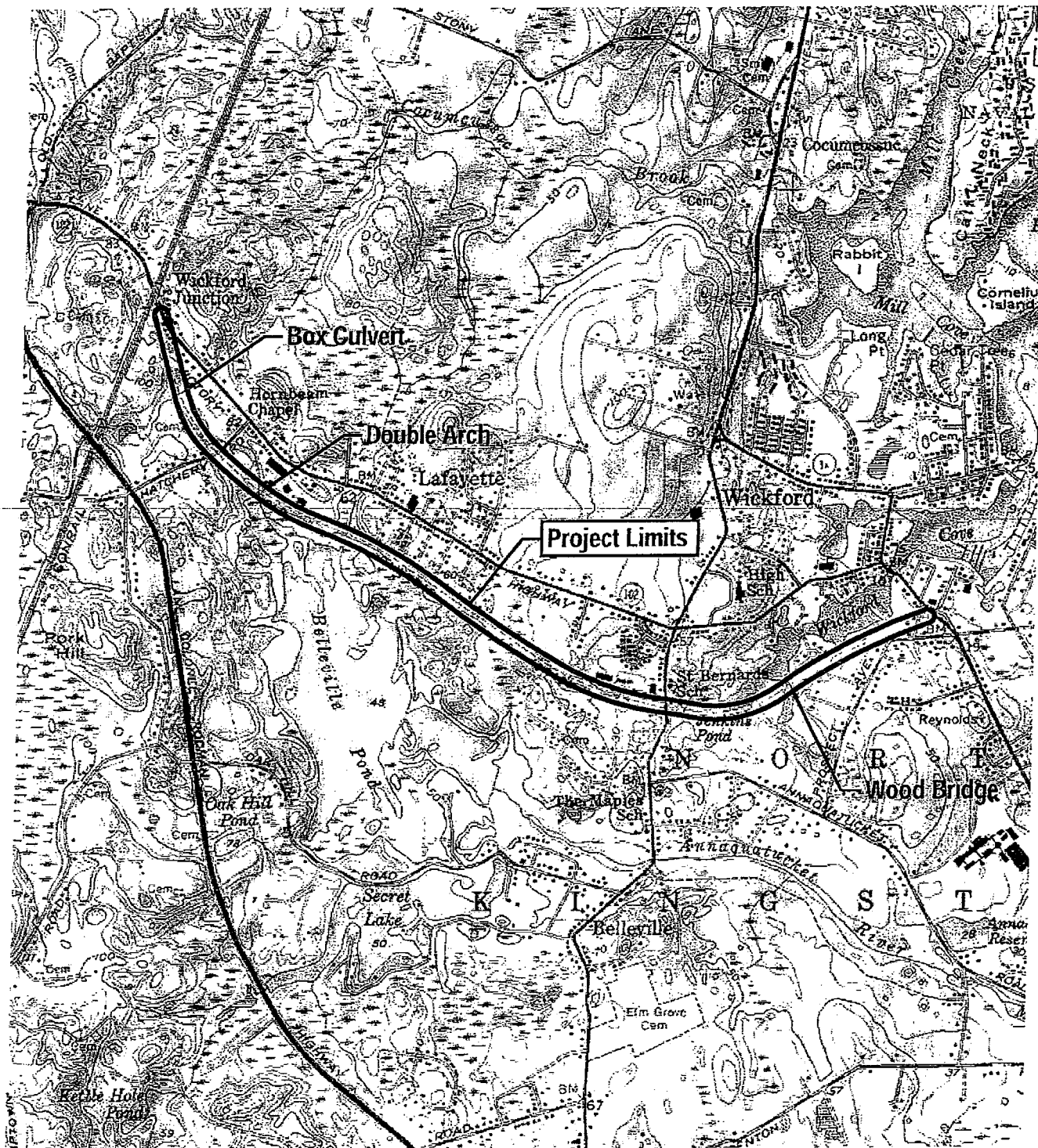
VANASSE HANGEN BRUSTLIN, INC.



Susan Moberg
Project Manager

Enclosures





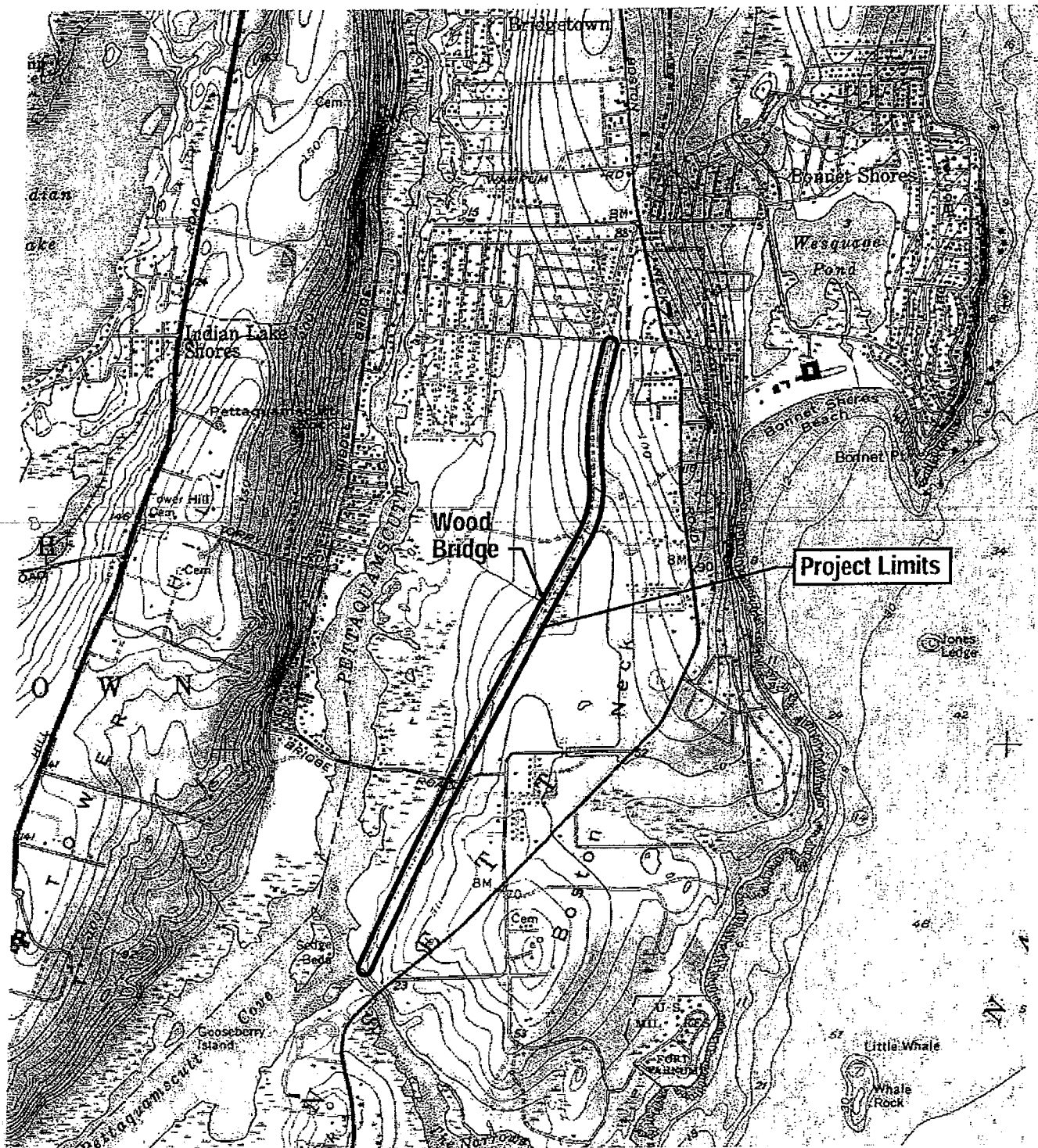
Source: Wickford, RI (1975) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.



Project Location Map Figure 1
Wickford Junction Spur
South County Bicycle Facility Site Assessment Project
North Kingstown, Rhode Island

Figure 1

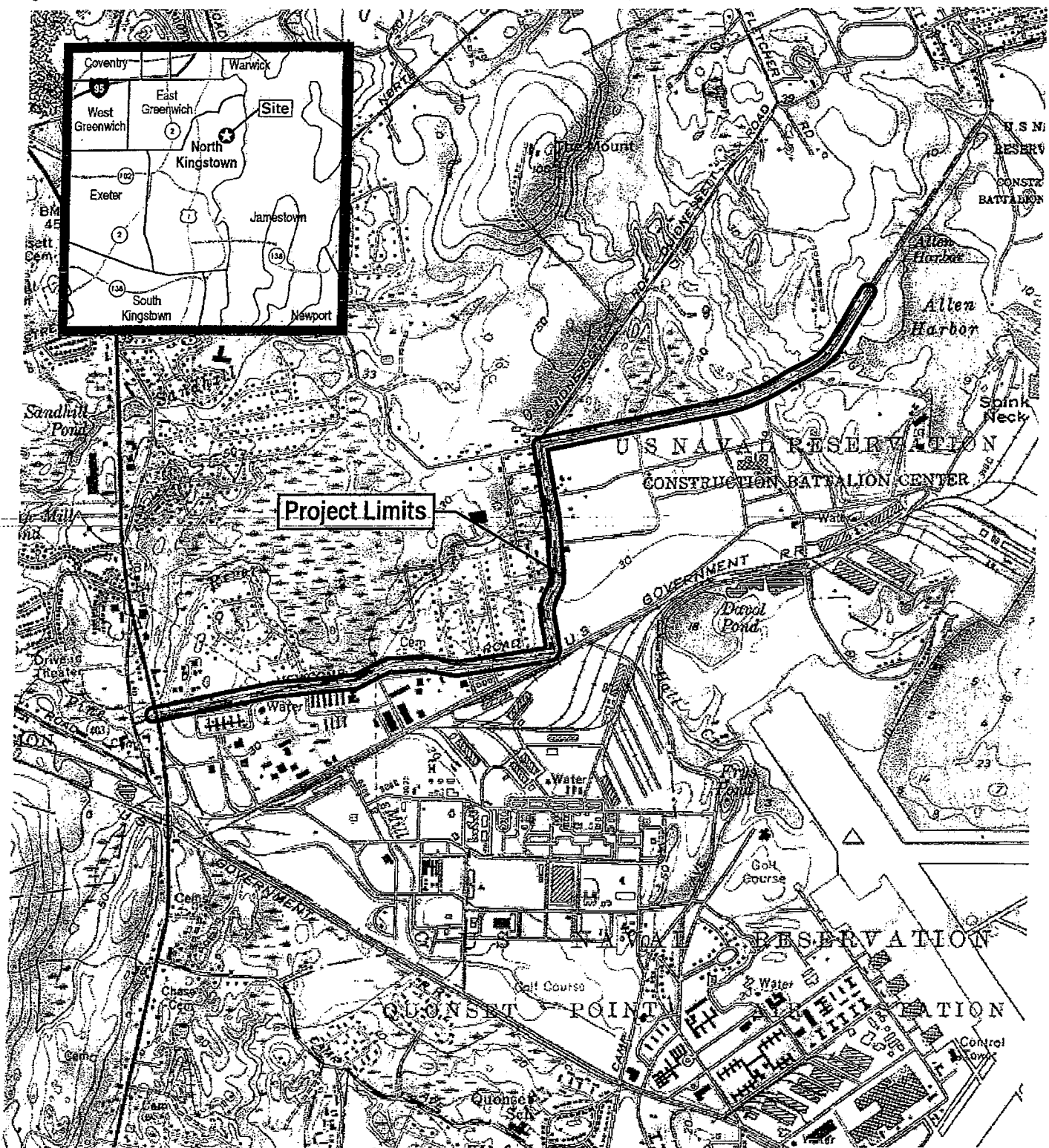


Source: Kingston, RI (1975) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.

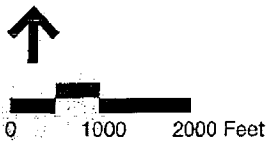
Project Location Map
Narrow River Bikepath
South County Bicycle Facility Site Assessment Project
Narragansett, Rhode Island

Figure 2



Source: Watch Hill, RI-Conn. (1984) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.



Site Location Map
 Davisville Bicycle Path
 South County Bicycle Facility Site Assessment Project
 North Kingstown, Rhode Island

Figure 3



United States Department of the Interior

FISH AND WILDLIFE SERVICE
New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087



September 5, 2003

Reference:	<u>Project</u>	<u>Location</u>
	Bicycle path facilities	North Kingstown, Narragansett, RI

Susan Moberg
Vanasse Hangen Brustlin, Inc
530 Broadway
Providence, RI 02909-1820

Dear Ms. Moberg:

This responds to your recent correspondence requesting information on the presence of federally-listed and/or proposed endangered or threatened species in relation to the proposed activity(ies) referenced above.

Based on information currently available to us, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.

This concludes our review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Thank you for your coordination. Please contact us at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Michael J. Amaral
Endangered Species Specialist
New England Field Office



RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

235 Promenade Street, Providence, RI 02908-5767

TDD 401-222-4462

RECEIVED

FEB 10 2004

VANASSE HANGEN BRUSTLIN, INC.
PROVIDENCE, RI

Susan Moberg
Vanesse Hangen Brustlin, Inc.
530 Broadway
Providence, RI 02909-1820

February 9, 2004

RE: URI/South County Bike Path Connector
Kingston, RI

Dear Ms. Moberg:

Thank you for contacting the RI Natural Heritage Program for information regarding the presence of rare/endangered species, or exemplary natural community types within the vicinity of the above referenced project, as outlined in your letter dated September 4, 2003.

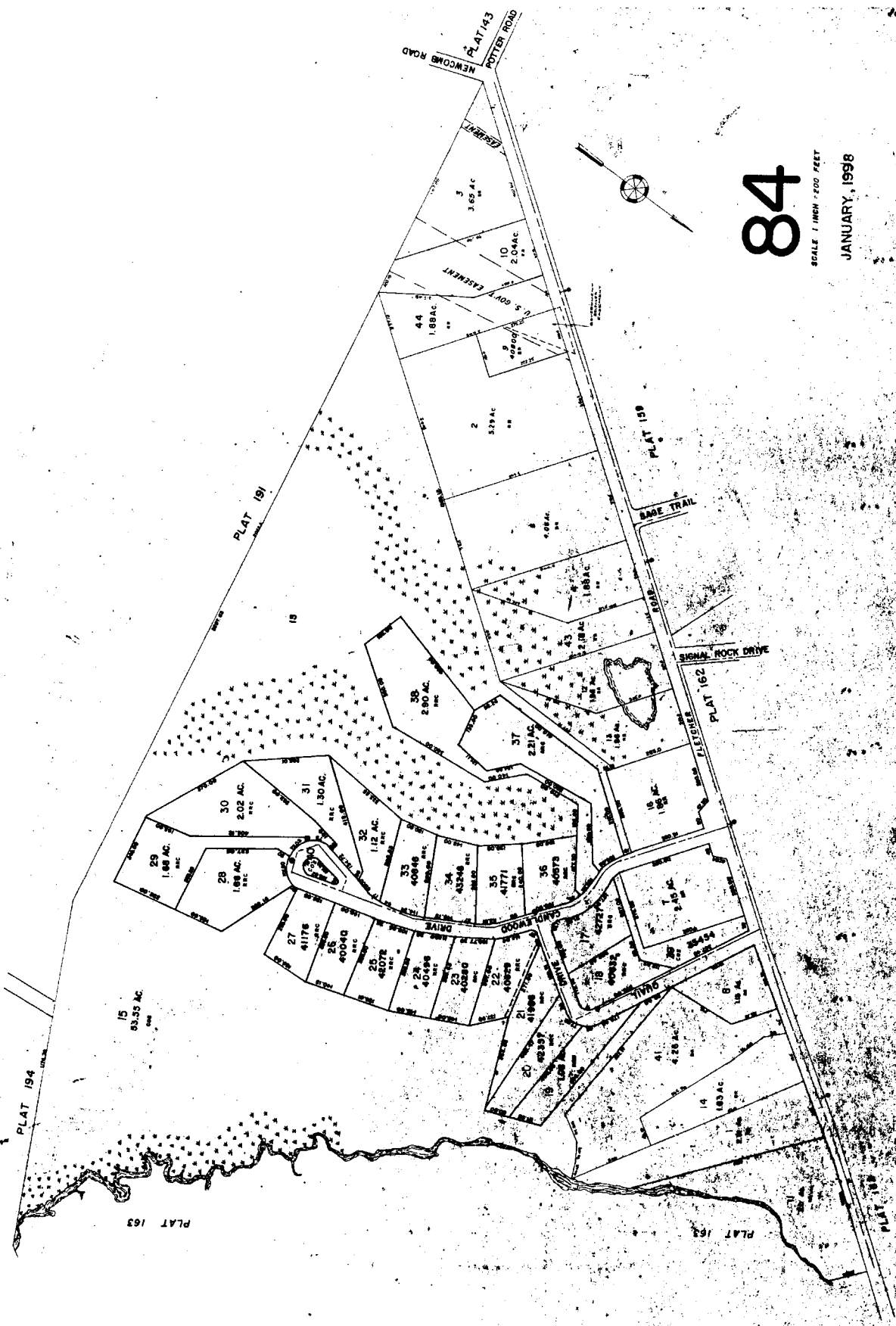
Review of the Program database indicates there are no rare/endangered species or exemplary natural communities within the vicinity of this project area. As our inventory is ongoing, more information may become available concerning these sites in the future.

If I can provide any additional information regarding this review, please contact me at 222-2776, extension 4308.

Sincerely,

Richard W. Enser, Coordinator
RI Natural Heritage Program

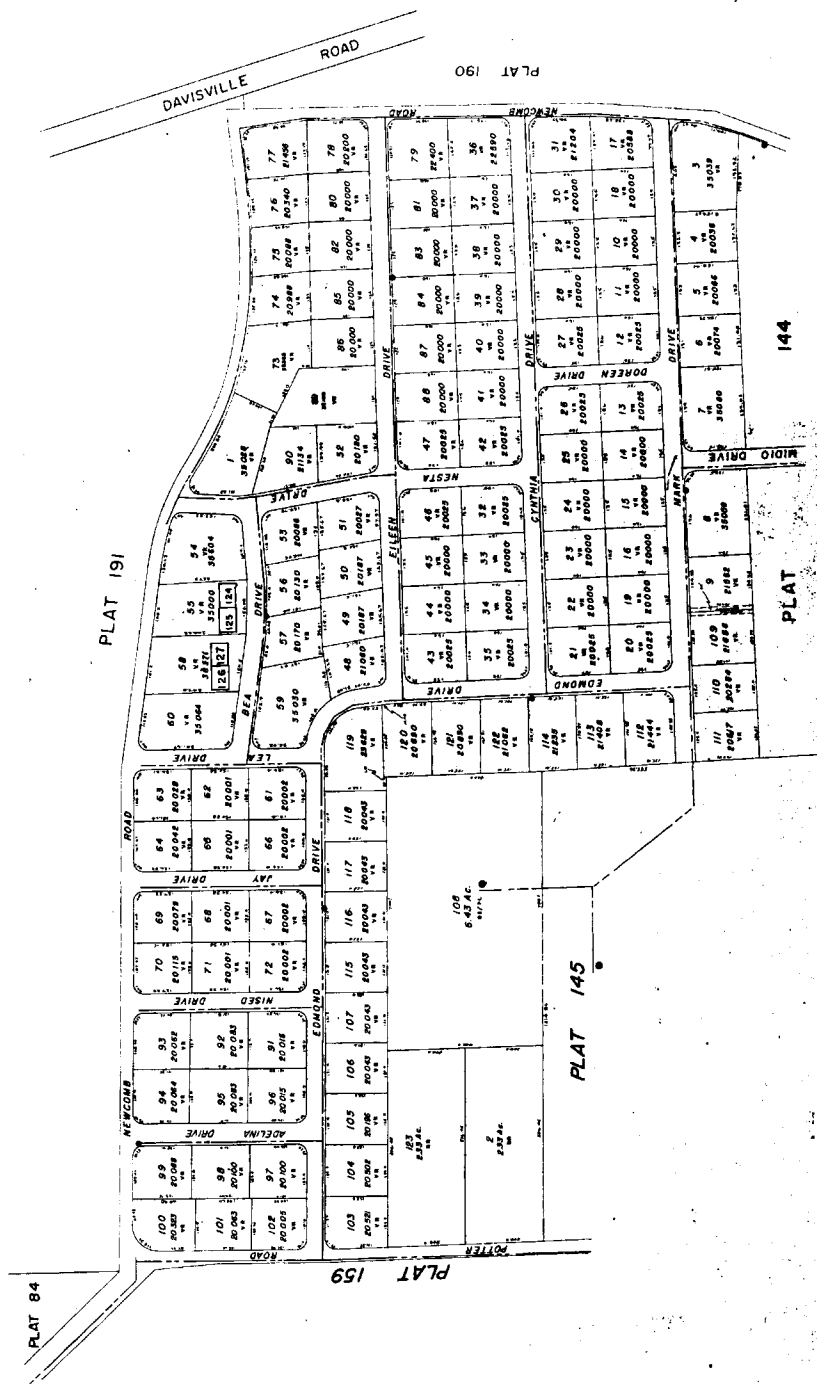
TAX ASSESSOR MAPS



84

SCALE 1 INCH = 200 FEET

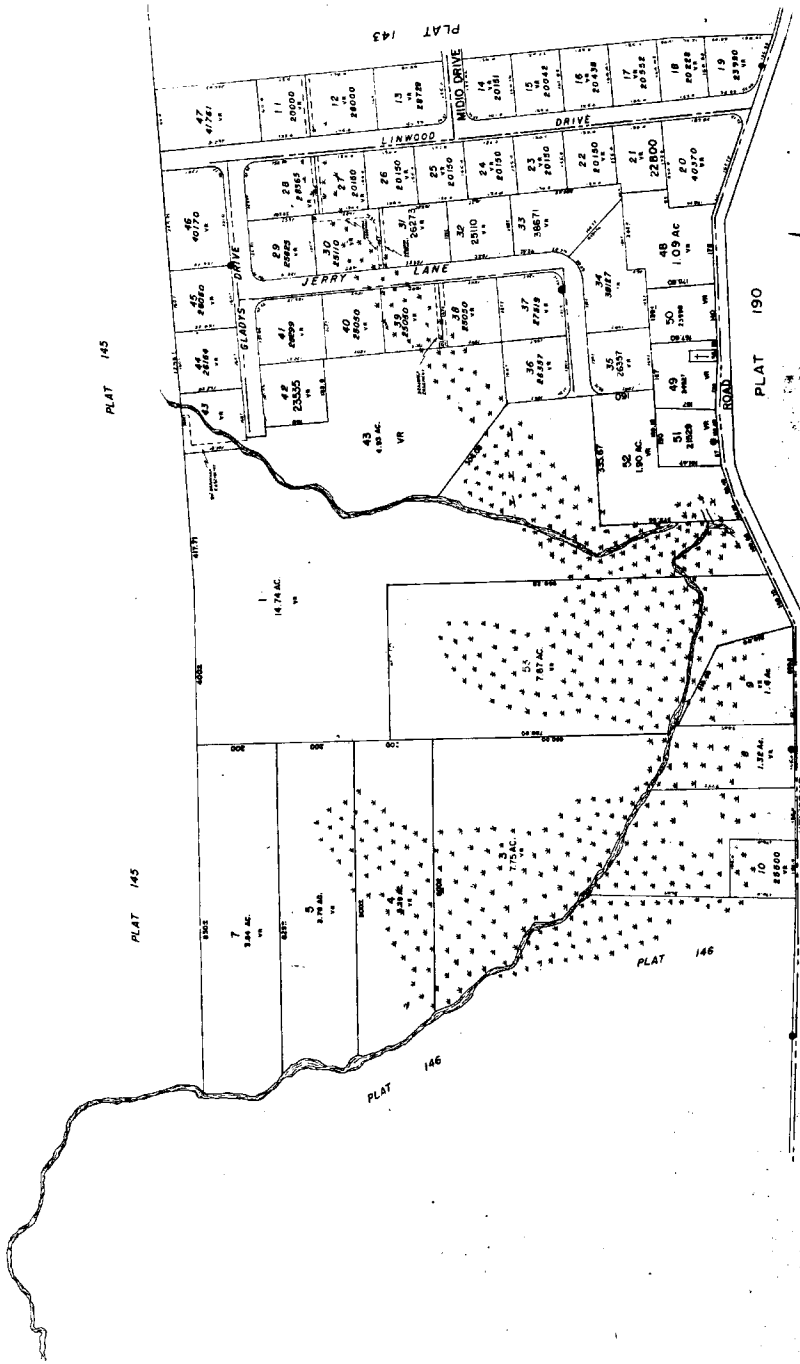
JANUARY, 1998



143

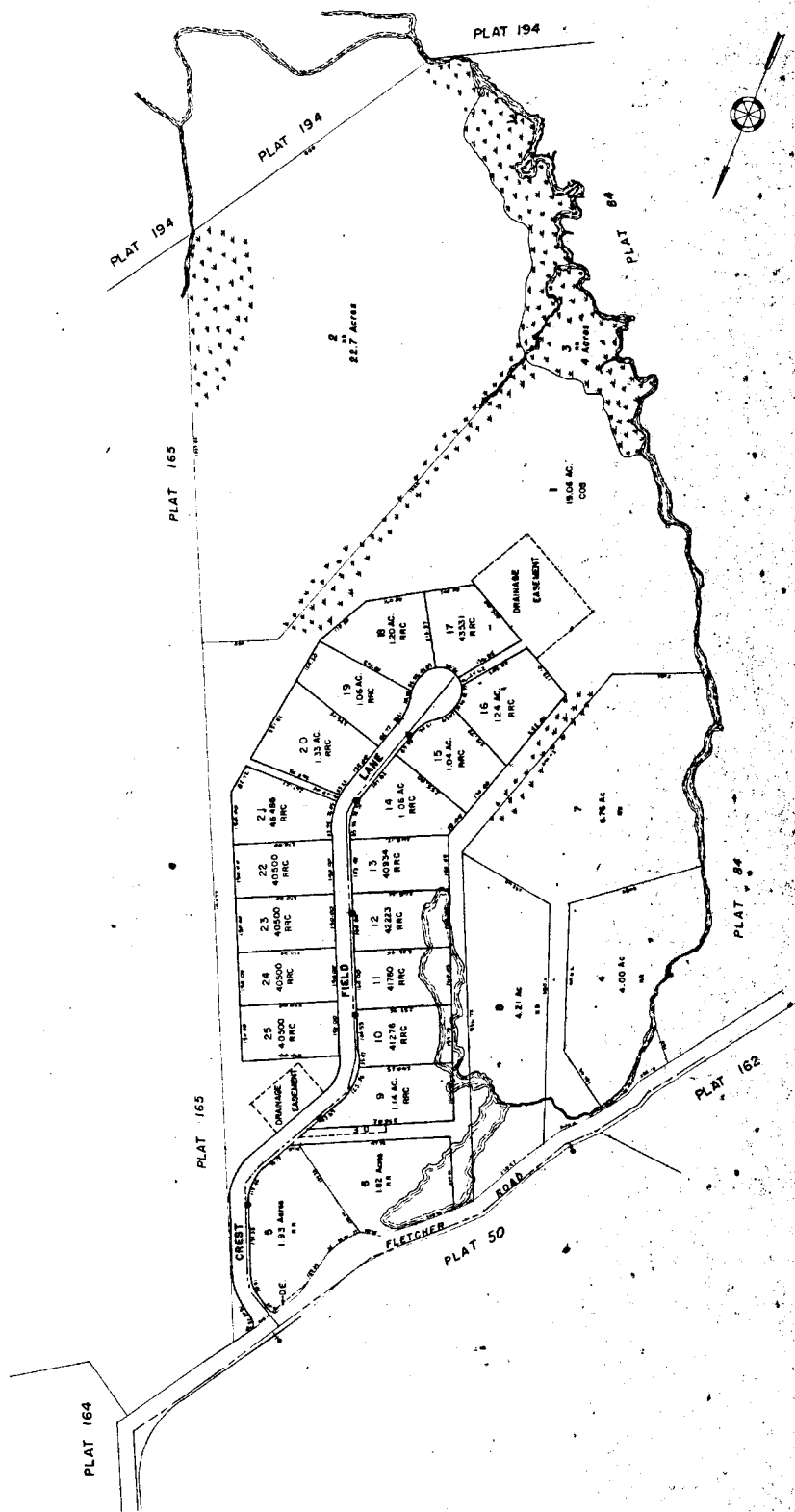
SCALE 1 INCH = 200 FEET

JANUARY, 1998



144

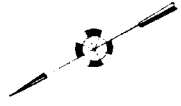
SCALE 1 INCH = 200 FEET
JANUARY 1998



163

SCALE 1 INCH = 200 FEET

JANUARY, 1998



DEED OF CONVEYANCE TO THE STATE OF ALABAMA
FOR THE PURPOSE OF ESTABLISHING A PUBLIC HIGHWAY
AND A PUBLIC TRAIL IN THE COUNTY OF MOBILE
AND IN THE TOWN OF PRICHARD, ALABAMA
TO BE KNOWN AS THE "NEWCOMB ROAD"

1082

N. 41° E. 2000 FEET

7 30 JANUARY, 1998

PLAT 183

2 8.9 AC

3 12.4 AC

4 5.7 AC

5 81.8 AC

1 41.15 AC
05/94

6 1.5 AC
10/94

PLAT 190

PLAT 178

PLAT 138

PLAT 137

PLAT 146

PLAT 147

QUONSET ROAD

POST ROAD

NEWCOMB ROAD

CALLAHAN ROAD

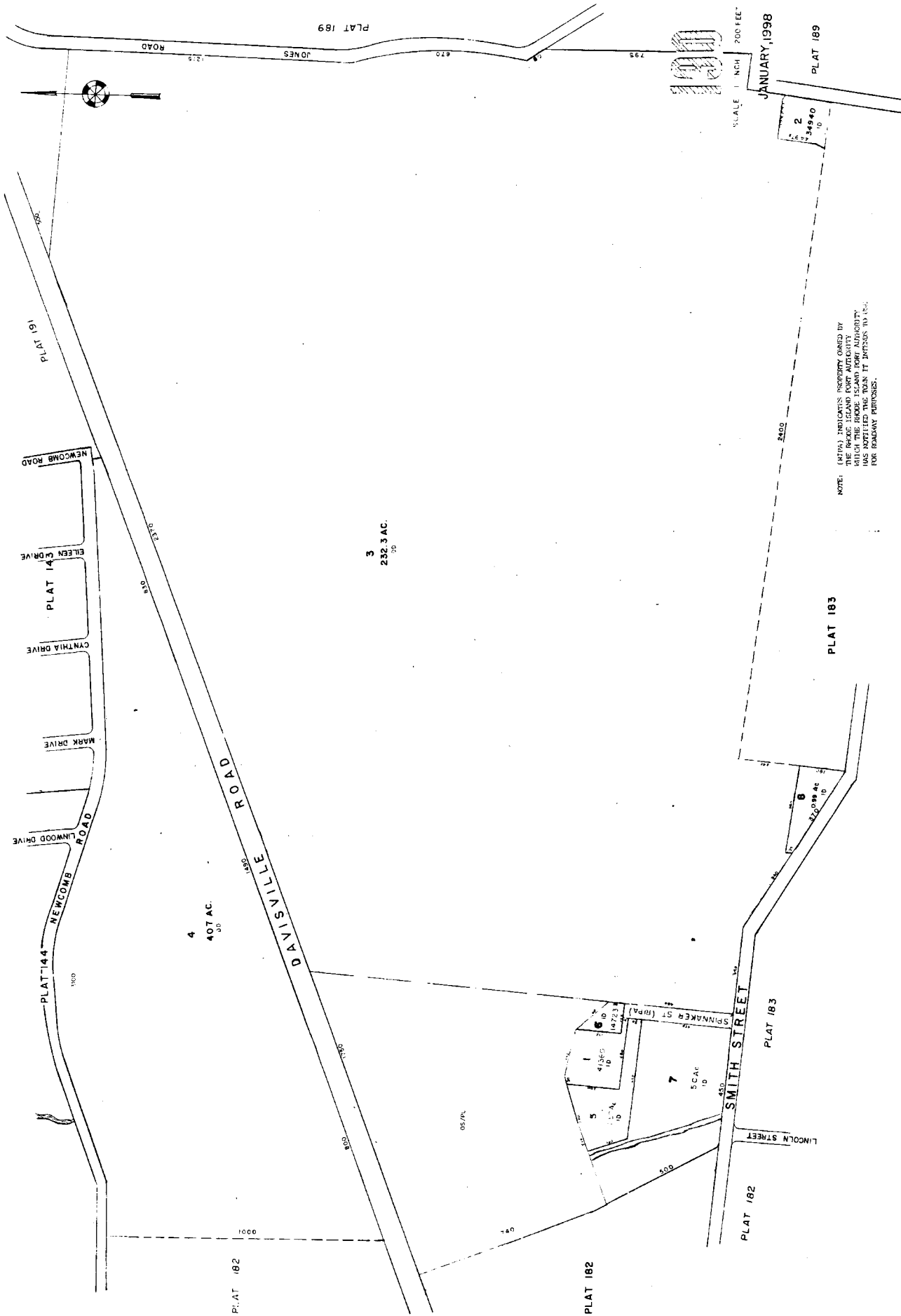
DAVISVILLE ROAD

SMITH STREET

LINCOLN ST

PLAT 144

PIKE DRIVE



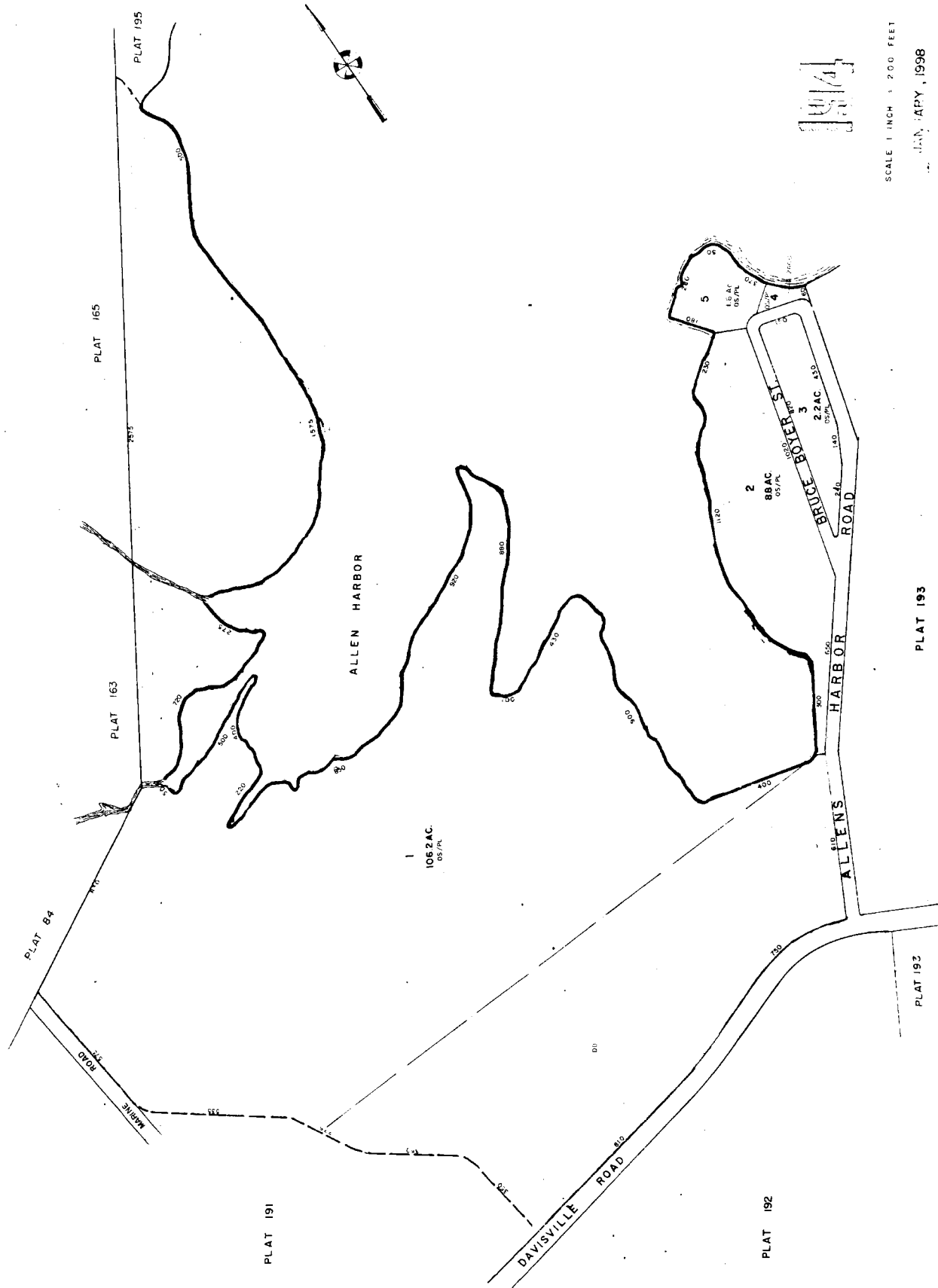
NOTE: (HRA) INDICATES PROPERTY OWNED BY THE HARRIS COUNTY LAND AUTHORITY WHICH THE HARRIS COUNTY LAND AUTHORITY HAS NOTIFIED THE TOWN IT INTENDS TO USE FOR RECREATION PURPOSES.



191

SCALE 1 INCH = 200 FEET
JANUARY, 1998

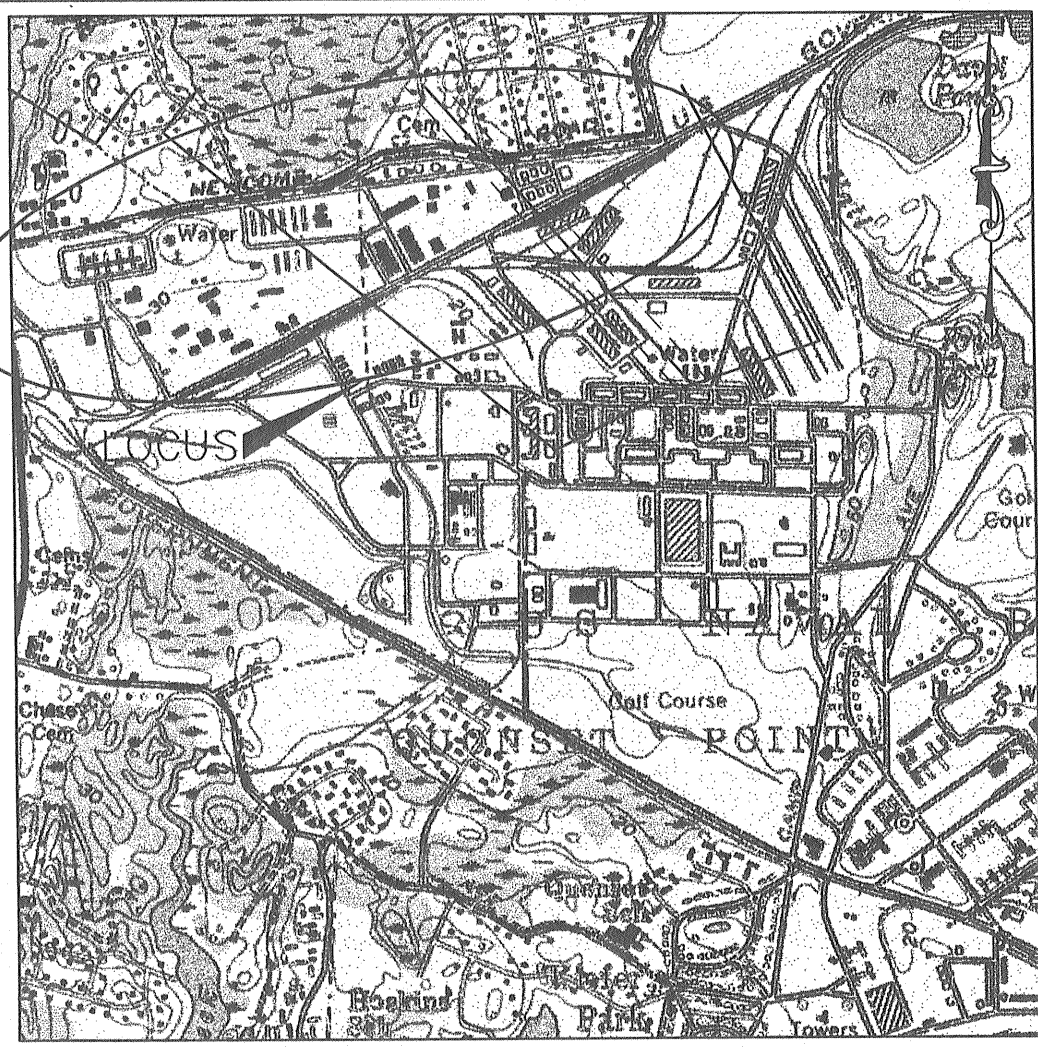
NOTE: (RIP) INDICATES PROPERTY OWNED BY THE STATE OF ALABAMA. THE ALABAMA PORT AUTHORITY HAS NOTIFIED THE TOWN IT INTENDS TO USE FOR ROADWAY PURPOSES.



SCALE 1 INCH = 200 FEET

JAN. MAPY, 1998

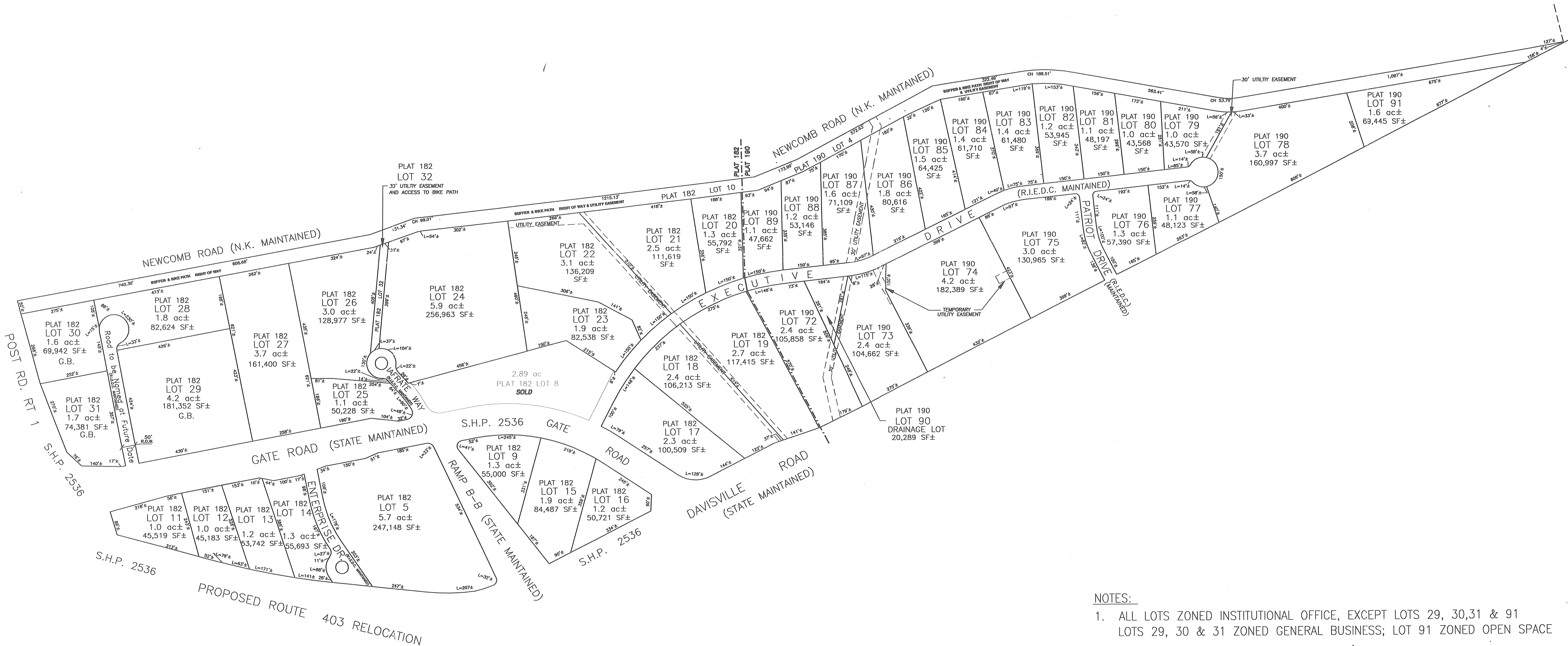
DEVELOPMENT PLANS



LOCUS MAP
NOT TO SCALE

REFERENCES:

1. N.C.B.C. DAVISVILLE, R.I. METES AND BOUNDS SURVEY -- 1975, PARCEL NO. 2, ADMINISTRATION TRIANGLE BY NAVAL EDUCATION TRAINING CENTER -- NEWPORT, R.I. DATED 7-15-75, NAVFAC DWG. NO. 2017027, SHT. 3 OF 5, RIPA DWG. NO. 24843.
2. SURVEY OF LAND FOR RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION PROPOSED NEW LOT 2.89 AC± PARCEL ON NEW ROAD IN NORTH KINGSTOWN, R.I. BY GAROFALO & ASSOCIATES, INC. DATED 2-17-2000, SCALE 1"=40' DWG. NO. 25655
3. PLAN AND PROFILE OF PROPOSED ROAD EAST OF SUNSHINE CHILD CARE (IAFRATE WAY) PREPARED BY RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION MAY 2000, DWG. NO. 25691
4. EXHIBIT A-1 LEASE AREA NAVY SEABEE VETERANS OF AMERICA ISLAND X-1 DAVISVILLE, R.I. PREPARED BY RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION, LATEST REVISION 6-13-00, 5.9 AC± PARCEL, DWG. NO. 25576.
5. GENERAL PROPERTY SURVEY, SOUTH DAVISVILLE AREA FOR RHODE ISLAND PORT AUTHORITY & ECONOMIC DEVELOPMENT CORP. BY BIBEAULT & FLORENTZ ENGINEERING CO., WOONSOCKET, R.I. REV. OF 6-1-87, DWG. NO. 24945 SHT. 6 OF 10, SCALE 1"=200', (NOT RECORDED).
6. RHODE ISLAND STATE HIGHWAY PLAT NO. 2536 AND 2536A, IN THE TOWN OF NORTH KINGSTOWN RHODE ISLAND COUNTY OF WASHINGTON, BY GORDON R. ARCHIBALD, INC., PAWTUCKET, R.I.
7. PLAN PREPARED PURSUANT TO THE QUONSET/ DAVISVILLE LOT RECORDING AGREEMENT BETWEEN THE RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION AND THE TOWN OF NORTH KINGSTOWN, NOVEMBER 2000.
8. QUITCLAIM DEED DATED SEPTEMBER 28, 1998 BETWEEN THE UNITED STATES OF AMERICA AND THE RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION, TRANSFER OF PARCEL "A" 125.89 ACRES, RECORDED IN THE TOWN OF NORTH KINGSTOWN BOOK 1130, PAGE 320



NOTES:

1. ALL LOTS ZONED INSTITUTIONAL OFFICE, EXCEPT LOTS 29, 30, 31 & 91
LOTS 29, 30 & 31 ZONED GENERAL BUSINESS; LOT 91 ZONED OPEN SPACE
2. ALL ROAD RIGHT OF WAY WIDTHS ARE 50' UNLESS NOTED OTHERWISE.

CERTIFICATION:

THIS PLAN IS SUBSTANTIALLY CORRECT IN ACCORDANCE WITH A CLASS IV STANDARD AS ADOPTED BY THE RHODE ISLAND BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS. THIS PLAN IS NOT TO BE CONSTRUED AS AN ACCURATE BOUNDARY SURVEY AND IS SUBJECT TO SUCH CHANGES AS AN ACCURATE BOUNDARY SURVEY MAY DISCLOSE.

BY: _____ PROFESSIONAL LAND SURVEYOR REG. NO. _____ DATE _____

Development Plan EXECUTIVE PARK

QUONSET DAVISVILLE PORT
AND COMMERCE PARK
North Kingstown, Rhode Island
Prepared for
Town of North Kingstown

NO.	REVISION	BY	DATE

FINAL DRAFT
3-22-02

GAROFALO

GAROFALO & ASSOCIATES, INC.
CIVIL & STRUCTURAL ENGINEERS/SURVEYORS
LAND PLANNERS/ENVIRONMENTAL SCIENTISTS

P.O. BOX 786
85 Corliss Street
PROVIDENCE, R.I. 02904
TEL: 401-273-6000

JOB NO. 5572
DWG. NO. 5572-6

DRAWN BY SK & RAS
CHECKED SAW

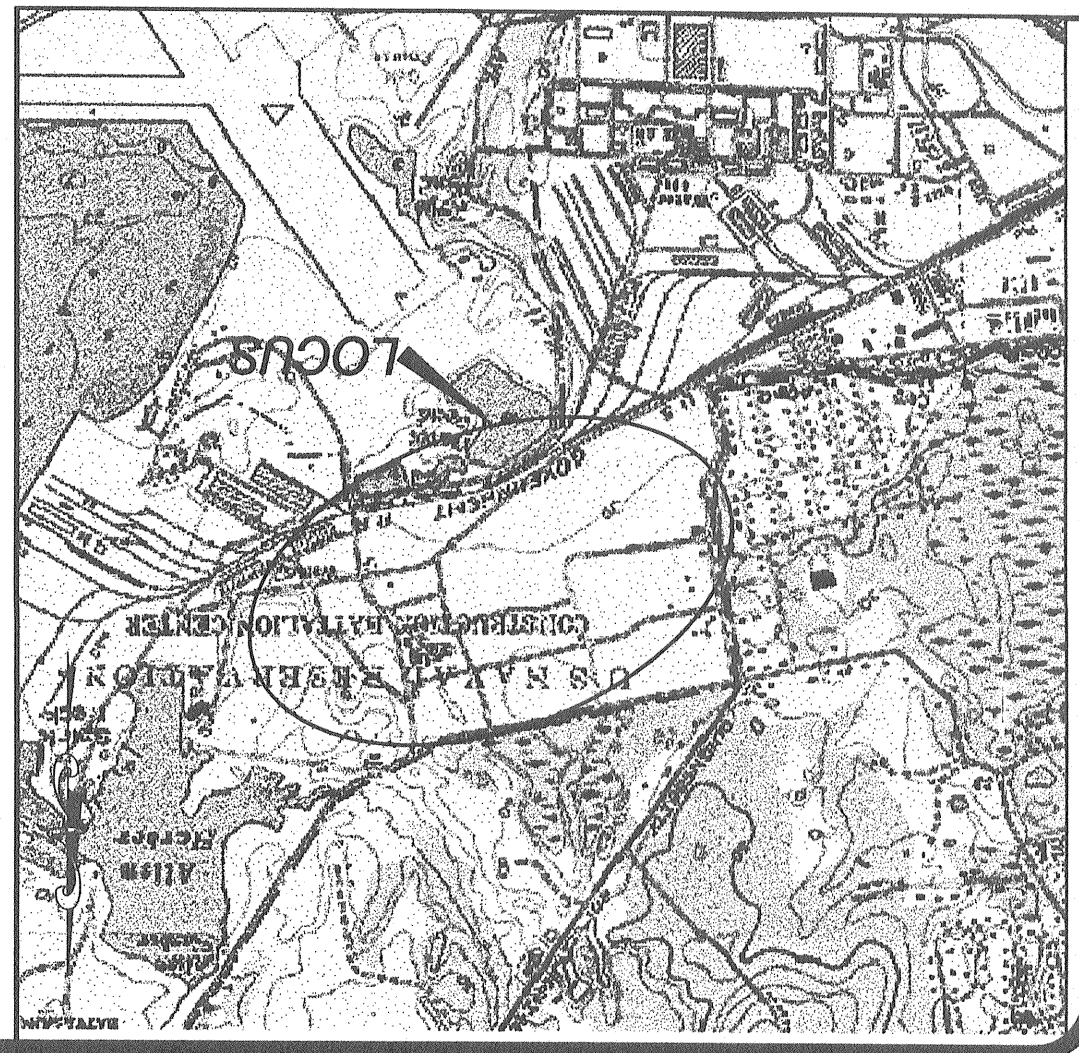
SCALE:
1"=200'

APPROVED
DATE:

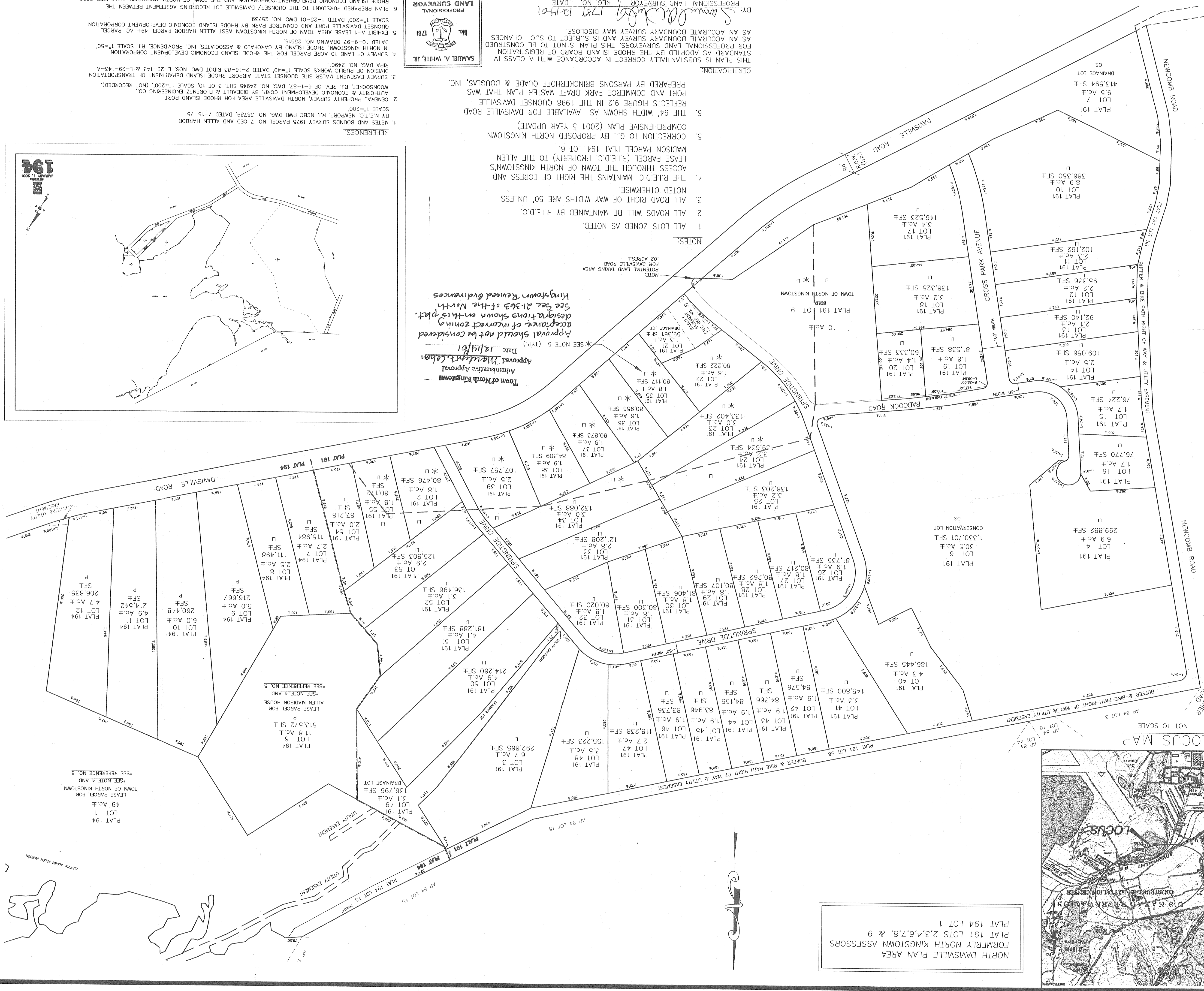
SHEET

OF 1 SHEETS

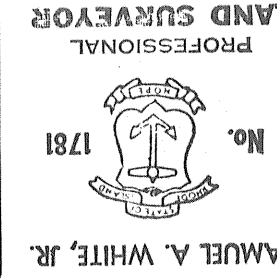
25790



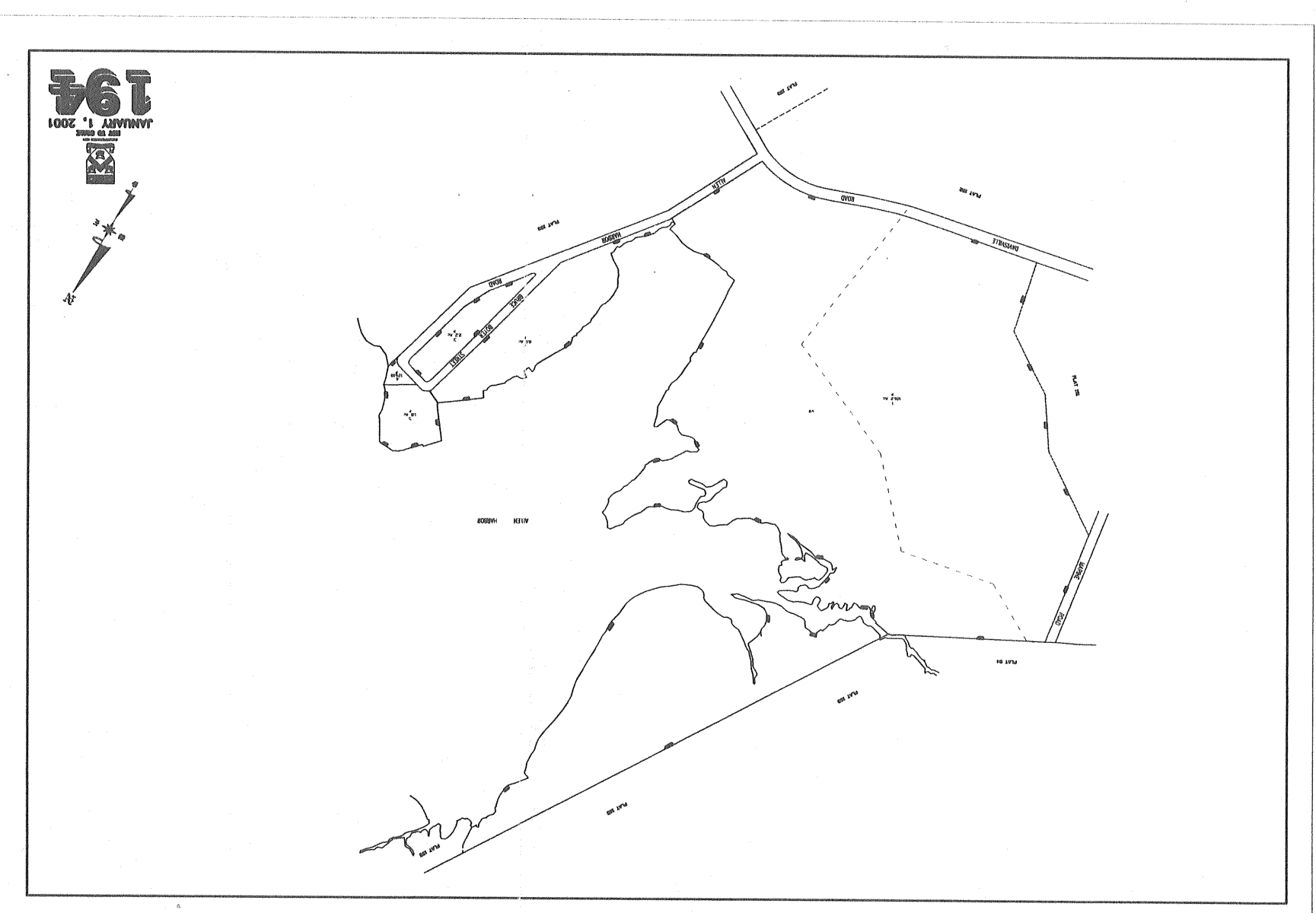
NORTH DAVISVILLE FORMERLY NORTH KINGSTOWN ASSESSORS
PLAT 191 LOTS 2,3,4,6,7,8, & 9
PLAT 194 LOT 1



CERTIFICATION:
THIS PLAN IS SUBSTANTIALLY CORRECT IN ACCORDANCE WITH A CLASS IV PROFESSIONAL LAND SURVEYOR'S REPORT AND IS SUBJECT TO SUCH CHANGES AS AN ACCURATE BOUNDARY SURVEY AND IS SUBJECT TO SUCH CHANGES AS AN ACCURATE BOUNDARY SURVEY MAY DISCLOSE.
PREPARED BY PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
DATE 12-14-01
REG. NO. 1781
DATE 12-14-01



REFERENCES:
1. METES AND BOUNDS SURVEY 1975 PARCEL NO. 7 CED AND ALLEN HARBOR BY N.E.T.C. NEWPORT, R.I. NCBC PWD DWG. NO. 38789, DATED 7-15-75 SCALE 1"=200'
2. GENERAL PROPERTY SURVEY, NORTH DAVISVILLE AREA FOR RHODE ISLAND PORT AUTHORITY & ECONOMIC DEVELOPMENT CORP. BY BEEFAULT & FLORENZ ENGINEERING CO., WOODSOKET, R.I. REV. OF 6-1-87, DWG. NO. 24945 SHIT, 3 OF 10, SCALE 1"=200', (NOT RECORDED).
3. SURVEY EASEMENT MARK SITE QUONSET STATE AIRPORT RHODE ISLAND DEPARTMENT OF TRANSPORTATION, DIVISION OF PUBLIC WORKS SCALE 1"=40' DATED 2-18-83 RI00T DWG. NOS. L-29-143 & L-29-143-A RPA DWG. NO. 24901.
4. SURVEY OF LAND TO ACRE PARCEL FOR THE RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION IN NORTH KINGSTOWN, RHODE ISLAND BY GAROFALO & ASSOCIATES, INC. PROVIDENCE, R.I. SCALE 1"=50' DATED 10-9-97 DRAWING NO. 25516.
5. EXHIBIT A-1 LEASE AREA TOWN OF NORTH KINGSTOWN WEST ISLAND ECONOMIC DEVELOPMENT CORPORATION QUONSET DAVISVILLE PORT AND COMMERCE PARK BY RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION SCALE 1"=200' DATED 1-23-01 DWG. NO. 25739.
6. PLAN PREPARED PURSUANT TO THE QUONSET/ DAVISVILLE LOT RECORDING AGREEMENT BETWEEN THE TOWN OF NORTH KINGSTOWN AND THE TOWN OF NORTH KINGSTOWN, NOVEMBER 2000.



Approval should not be considered
descriptions shown on this plat.
See Sec 21.363 of the North
Kingstown Revised Ordinances
Date 12/14/01
Approved: [Signature]
Administrative Approval
Town of North Kingstown

GAROFALO

GAROFALO & ASSOCIATES, INC.
CIVIL & STRUCTURAL ENGINEERS/SURVEYORS
LAND PLANNERS/ENVIRONMENTAL SCIENTISTS

P.O. BOX 786
85 Corliss Street
PROVIDENCE, R.I. 02904
TEL. 401-273-6000

Development Plan
NORTH DAVISVILLE
QUONSET DAVISVILLE PORT
AND COMMERCE PARK
North Kingstown, Rhode Island
Prepared for
Town of North Kingstown

NO.	REVISION	BY	DATE

DRAWN BY SK & RAS
CHECKED SAW
APPROVED
DATE: 12-14-01
SCALE: 1"=200'
DWG. NO. 5572-5
JOB NO. 5572
SHEET 1

**Roadway, Bike Routes
& Transit Details**

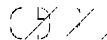
ROADWAYS, BIKE ROUTES & TRANSIT DETAILS

RELOCATED ROUTE 403

PROJECT OVERVIEW PLAN

EAST GREENWICH & NORTH KINGSTOWN, RHODE ISLAND

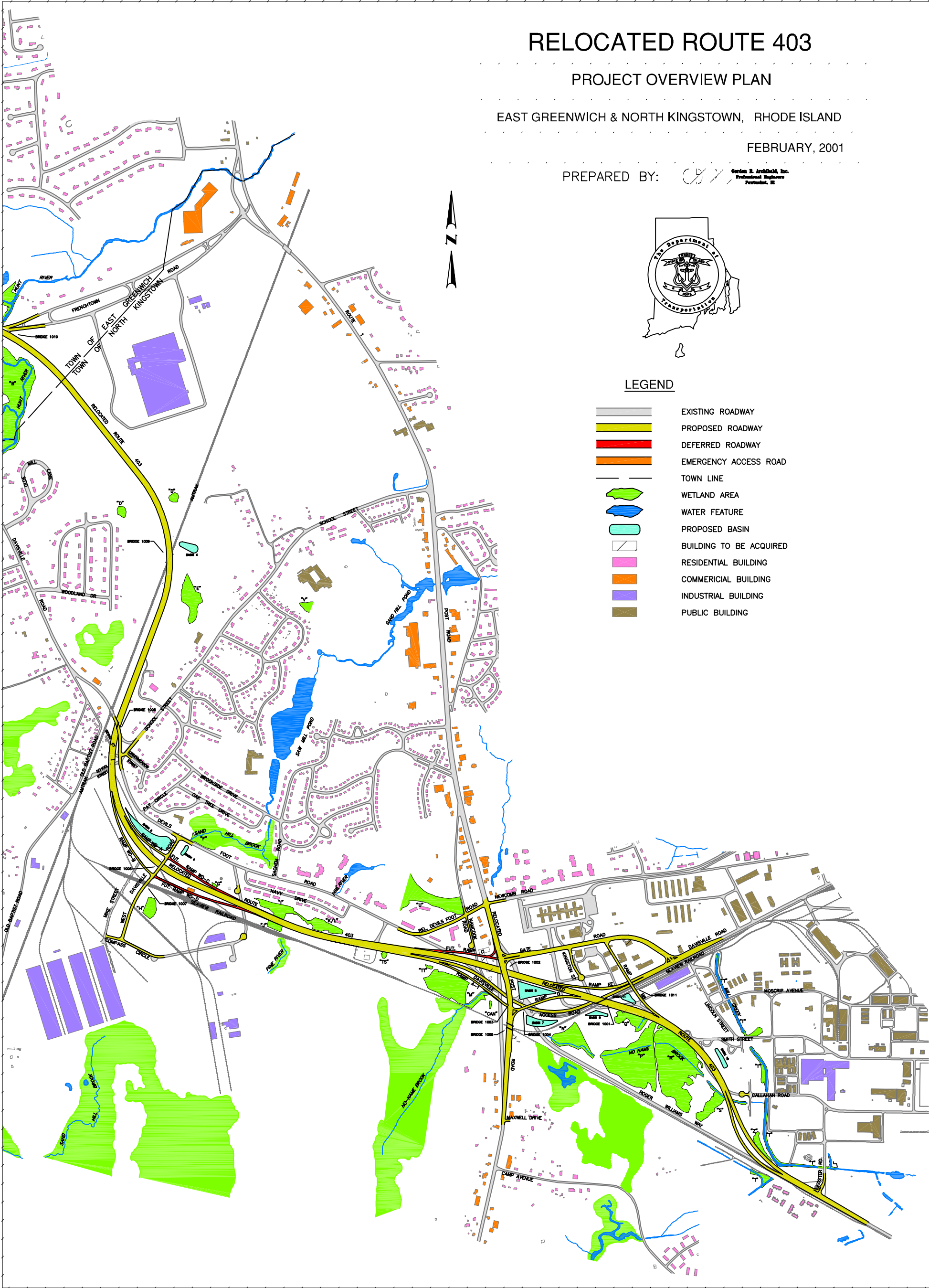
FEBRUARY, 2001

PREPARED BY:  Gordon B. Archibald, Inc.
Professional Engineers
Providence, RI



LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY
- DEFERRED ROADWAY
- EMERGENCY ACCESS ROAD
- TOWN LINE
- WETLAND AREA
- WATER FEATURE
- PROPOSED BASIN
- BUILDING TO BE ACQUIRED
- RESIDENTIAL BUILDING
- COMMERCIAL BUILDING
- INDUSTRIAL BUILDING
- PUBLIC BUILDING



A Guide to Cycling in the Ocean State

A Guide to Cycling in the Ocean State

- Bikepath
- Bikepath under construction
- Bikepath future construction
- Most suitable roads
- Suitable roads
- Mountain Bike Trail
- Hiking Trail
- Police Station
- Multi-use Path Parking
- RIPTA Park and Ride Location
- Airport
- Hospital
- Information Center
- Ferry Service
- Train Station

ROADWAY CLASSIFICATIONS FOR BICYCLE TRAVEL

- Bikepaths**
Bikepaths are shared-use paths accessible to adults and children with disabilities.
- Most Suitable**
'Share the road' - on these roads, bicyclists will generally find adequate shoulders.
- Suitable Roads**
'Share the road' - on these roads, bicyclists will find less adequate or no shoulders.
- Chevrons**
Denotes very steep grade
- Denotes steep grade**
(Arrows point up-hill)

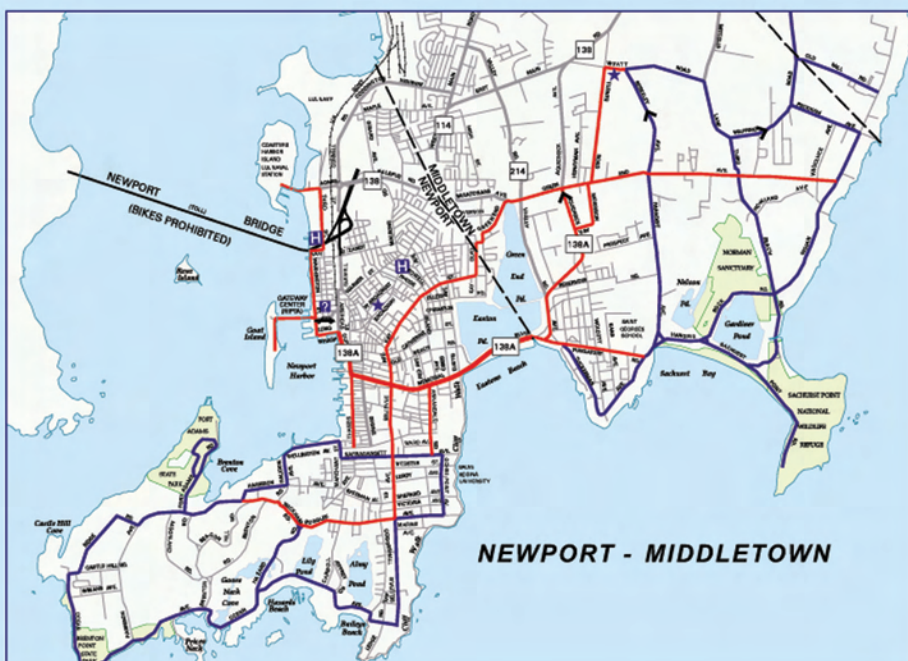
YOUR INTERMODAL CONNECTION

For bus route and schedule information call the Rhode Island Public Transit Authority (RIPTA) at 1-800-244-0444. RIPTA's Rack n' Ride Program has bicycle racks attached to the front of the bus. Loading and unloading bikes on the rack is easy and there is no extra cost for bringing your bike.



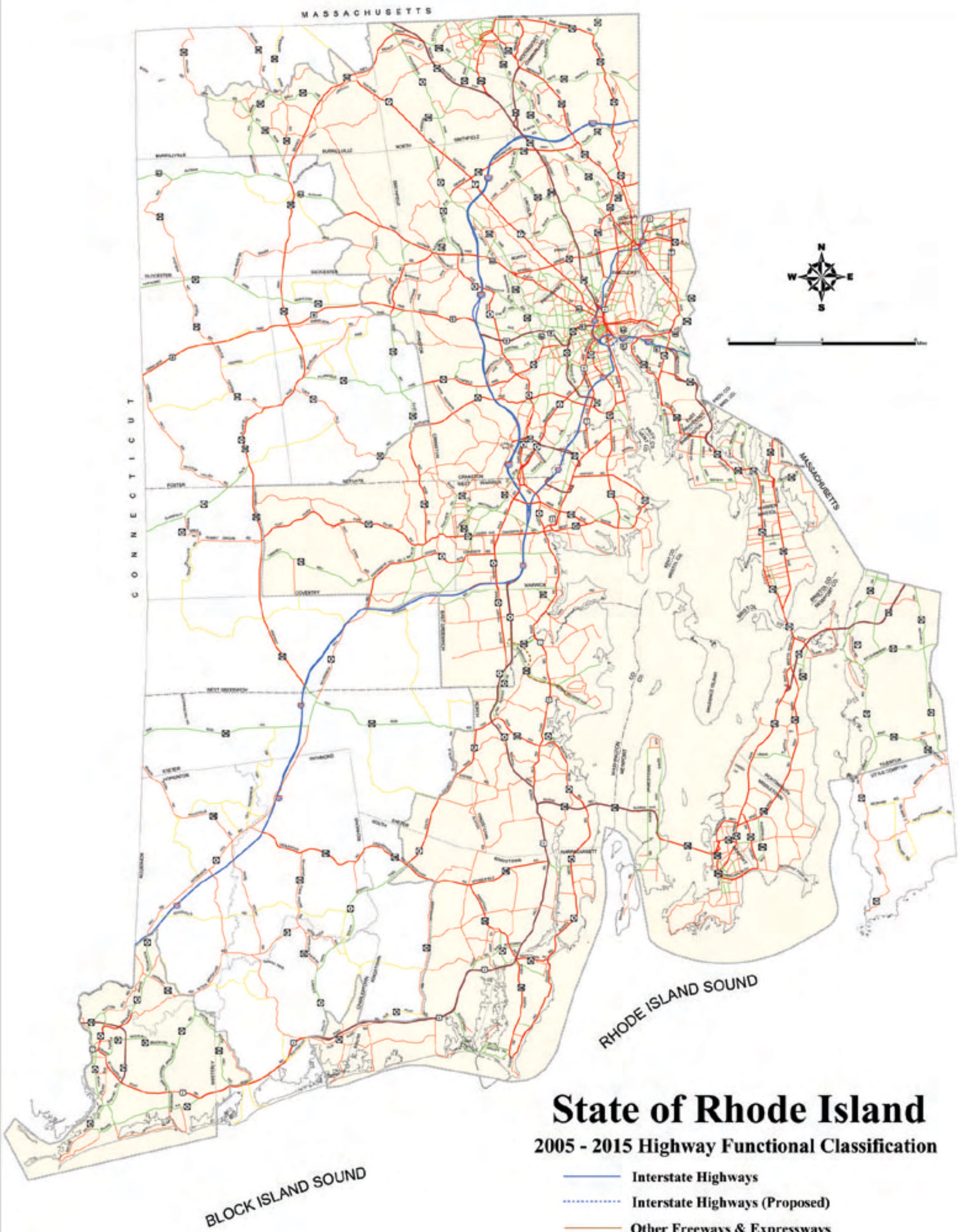
See Inset Map Below
RHODE ISLAND SOUND

BLOCK ISLAND SOUND



Please Note: While it is important for cyclists of all ages and abilities to familiarize themselves with the Rules of the Road, the roadways designated on this guide as most suitable or suitable for cycling are intended for use by experienced and/or commuter bicyclists. These roadways may not be suitable for young children and/or inexperienced cyclists.

The State of Rhode Island, the cities and towns on whose roadways you will travel, and the agencies, groups and individuals who have contributed to the development of this bicycle guide are not responsible for your personal safety, and in no manner warrant the safety of the roads on this guide for use by bicyclists.



State of Rhode Island

2005 - 2015 Highway Functional Classification

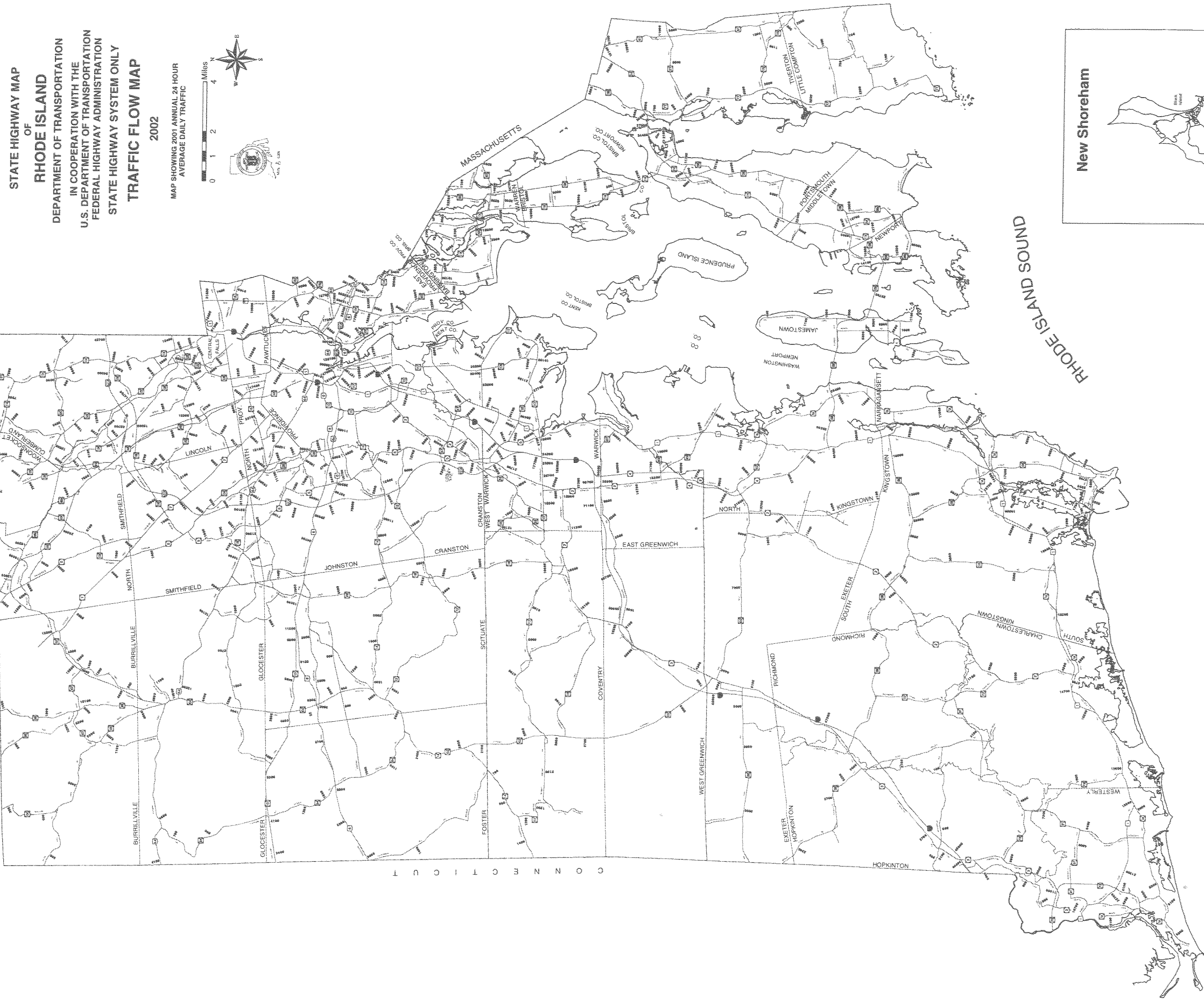
- Interstate Highways
- - - Interstate Highways (Proposed)
- Other Freeways & Expressways
- - - Other Freeways and Expressways (Proposed)
- Principal Arterials
- Minor Arterials (Rural and Urban)
- Major and Urban Collectors
- Minor Collectors
- Urban Area Boundaries
- - - City and Town Boundaries



DRAFT



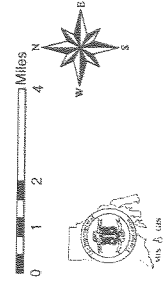
MASSACHUSETTS



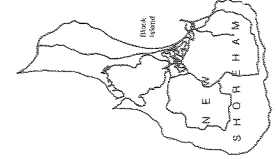
STATE HIGHWAY MAP
OF
RHODE ISLAND
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
STATE HIGHWAY SYSTEM ONLY
TRAFFIC FLOW MAP

2002

MAP SHOWING 2001 ANNUAL 24 HOUR
AVERAGE DAILY TRAFFIC



New Shoreham



RHODE ISLAND SOUND

BLOCK ISLAND SOUND



Rack n' Ride

RIPTA's Bicycle Racks

RIPTA has a great way to keep you, and the environment, in shape: Rack N' Ride. With a bike rack on 40ft. RIPTA buses, you can make bike riding part of your regular commute. Ride part way to work and finish your trip aboard a bus or take the bus one way. A regular ride will help keep you in shape, and save money on parking, gasoline and car maintenance. Plus, riding and busing help curb traffic congestion and preserves air quality around Rhode Island.

Free and Easy

Loading and unloading bikes on the racks is easy and there is no extra cost for bringing your bike.

The rack, attached to the front of the bus, holds two bicycles. The racks have simple instructions posted right on them. Bikes in the rack don't touch each other, the bus, or other vehicles.

Each bike can be loaded and unloaded independently. You don't need to move one bike to reach the other. The rack holds most wheel and frame sizes, including children's bikes.

How to use bike racks

RIPTA buses have a bike rack labeled Sportworks. Be sure to check the label and follow the directions for the bike rack you're using. Lift your bike into the outside bike slot* (unless it's already filled) fitting wheels into the slots labeled for front and rear wheels. Approach rack from curbside. Remove bike from rack. Pull spring-loaded "Support Arm" (it's labeled) over the bike's front tire for Sportwork model.

To use Sportworks Bike Rack and Load Your Bike

- Approach rack from curbside.
- Face rack and pull handle labeled "Rack Lock" up.
- Pull the rack down until it's horizontal.
- Lift your bike into the outside bike slot* (unless it's already filled) fitting wheels into the slots labeled for front and rear wheels.
- Pull spring-loaded "Support Arm" (it's labeled) over the bike's front tire.

Unloading your bike

- Approach rack from curbside.

- Release “Support Arm”.
- Remove bike from rack.
- Fold bike rack up by releasing “Rack Lock”.

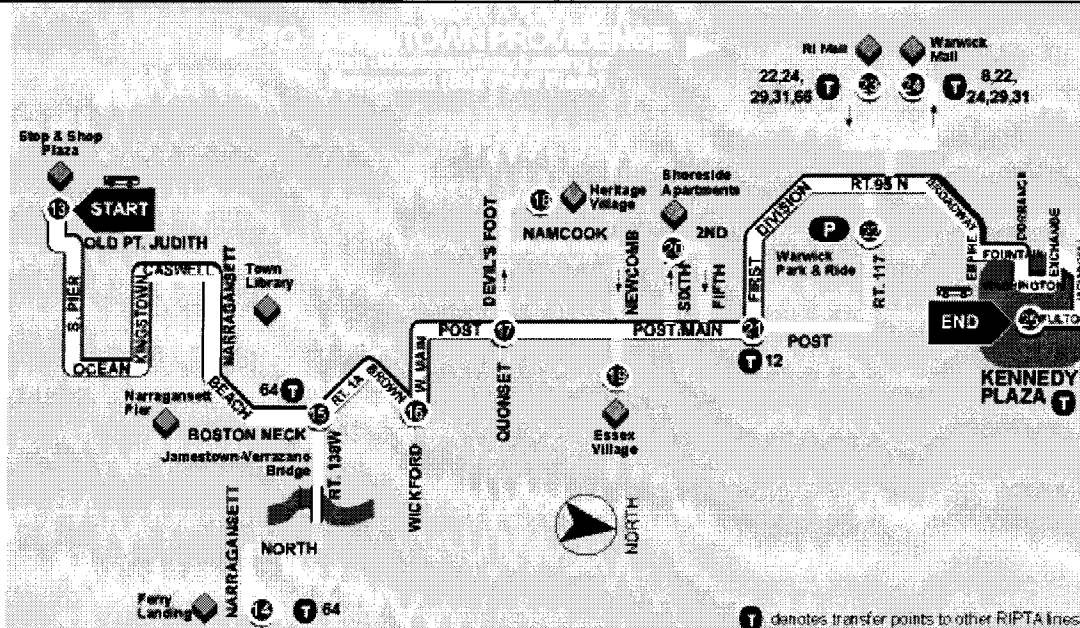
* Always load your bike into the outside rack unless it is already filled.

RIPTA welcomes you, and your bike -- you can bike and ride to work, school, or recreational activities.

Policies

- Bike racks can be used all year long
- Available Throughout the Day and Evening
- No Certification Necessary
- Under 16 must be accompanied by an adult

14 Wickford / Narragansett - Inbound/View Outbound



Weekday

Bus operates from...	13 Narragansett - Salt Pond Plaza	14 Jamestown Ferry Landing	15 Rte 1A & Rte 138	16 Wickford (Brown & Main Sts.)	17 Post Rd & Quonset	18 Heritage Village	19 Essex Village	20 Shoreside Apartments	21 First & Main	22 Apponaug 4 Corners Post & Main	23 Warwick Mall	24 Ri Mall	25 Kennedy Plaza
Narragansett	6:25AM	-	6:45	6:51	6:57	-	-	-	7:07	-	-	-	7:32
Narragansett	6:50AM	-	7:10	-	-	-	-	-	-	-	-	-	7:45
a Jamestown	-	7:00AM	7:11	7:17	7:23	-	-	-	7:33	-	-	-	7:58
b Rte. 1a & 138	-	-	7:25AM	-	-	-	-	-	-	-	-	-	8:00
Narragansett	7:15AM	-	7:35	7:41	7:47	-	-	-	7:57	-	-	-	8:22
Narragansett	7:40AM	-	8:00	8:06	8:12	-	-	-	8:22	-	-	-	8:47
Narragansett	9:30AM	-	9:50	9:56	10:02	10:05	10:12	10:22	10:25	-	10:38	10:45	11:02
Narragansett	12:35PM	-	12:55	1:01	1:07	-	-	1:23	1:26	1:35	-	-	1:56
Narragansett	1:45PM	-	2:05	2:11	2:17	-	-	-	2:27	-	-	-	2:52
Jamestown	-	3:05PM	3:16	3:22	3:28	-	-	-	3:38	-	-	-	4:03
Narragansett	3:50PM	-	4:10	4:16	4:22	-	-	-	4:32	-	-	-	4:57
Narragansett	4:40PM	-	5:00	5:06	5:12	-	-	-	5:22	-	-	-	5:47
Narragansett	5:35PM	-	5:55	6:01	6:07	-	-	-	6:17	-	-	-	6:42

Saturday

Bus operates from...	13 Narragansett - Salt Pond Plaza	14 Jamestown Ferry Landing	15 Rte 1A & Rte 138	16 Wickford (Brown & Main Sts.)	17 Post Rd & Quonset	18 Heritage Village	19 Essex Village	20 Shoreside Apartments	21 First & Main	22 Apponaug 4 Corners Post & Main	23 Warwick Mall	24 Ri Mall	25 Kennedy Plaza
Narragansett	10:15AM	-	10:34	10:40	10:46	10:49	10:56	11:06	11:09	-	11:22	11:32	11:49
Narragansett	1:40PM	-	1:59	2:05	2:11	-	-	-	2:21	-	-	-	2:46
Narragansett	4:55PM	-	5:14	5:20	5:26	-	-	-	5:36	-	-	-	6:01

Sunday/Holiday

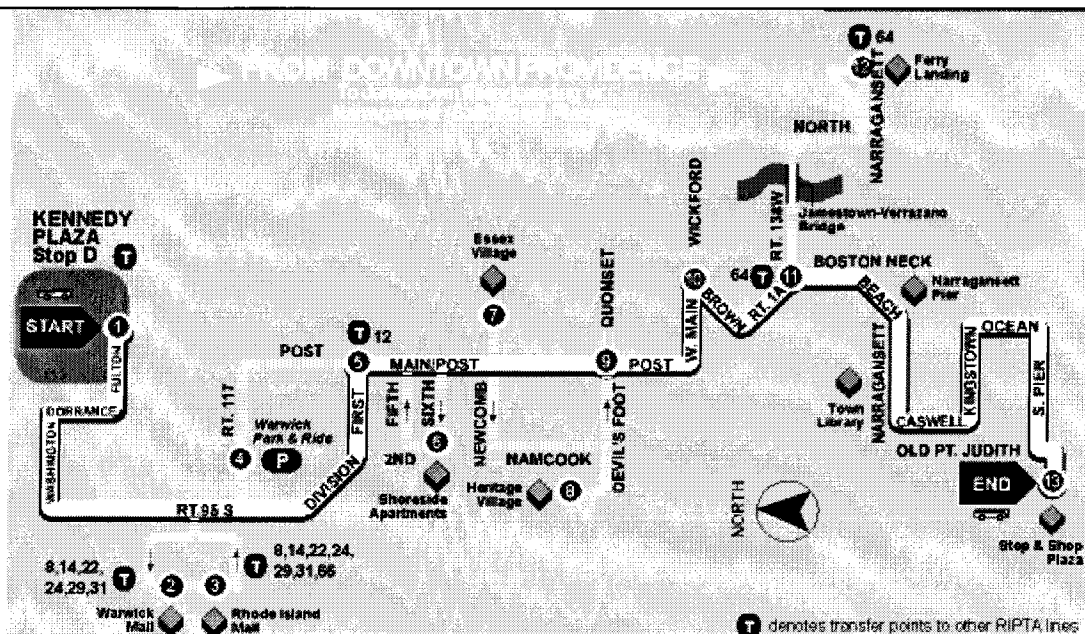
No service

c Trip serves Warwick Park-n-Ride lot on Rte. 117

d #60 Newport Express Bus operates via I-95 - Rte. 4 - Rte. 1 - Rte. 138

e Trip operates express via I-95

14 Wickford / Narragansett - OutboundView Inbound



Weekday

Bus operates to...	1 Kennedy Plaza	2 Ri Mall	3 Warwick Mall	4 Apponaug 4 Corners Post & Main	5 First & Main	6 Shoreside Apartments	7 Essex Village	8 Heritage Village	9 Post Rd & Quonset	10 Wickford (Brown & Main Sts.)	11 Rte 1A & Rte 138	12 Jamestown Ferry Landing	13 Narragansett - Salt Pond Plaza
Jamestown	7:40AM	-	-	-	8:05	-	-	-	8:15	8:21	8:27	8:38	-
Narragansett	8:10AM	-	-	-	8:35	-	-	-	8:45	8:51	8:57	-	9:16
Narragansett	11:03AM	-	-	-	11:28	-	-	-	11:38	11:44	11:50	-	12:09
c Narragansett	12:10PM	-	-	12:37	12:46	-	-	-	12:56	1:02	1:08	-	1:27
Narragansett	2:00PM	2:17	2:24	-	2:37	2:40	2:50	2:54	2:57	3:03	3:09	-	3:28
Narragansett	3:10PM	-	-	-	3:35	-	-	-	3:45	3:51	3:57	-	4:16
Narragansett	4:20PM	-	-	-	4:45	-	-	-	4:55	5:01	5:07	-	5:26
Jamestown	4:45PM	-	-	-	5:10	-	-	-	5:20	5:26	5:32	5:43	-
e Narragansett	4:50PM	-	-	-	-	-	-	-	-	-	5:25	-	5:44
d Rte. 1a & 138	5:10PM	-	-	-	-	-	-	-	-	-	5:45	-	-
Narragansett	5:15PM	-	-	-	5:40	-	-	-	5:50	5:56	6:02	-	6:21
Narragansett	6:15PM	-	-	-	6:40	-	-	-	6:50	6:56	7:02	-	7:21

Saturday

Bus operates to...	1 Kennedy Plaza	2 Ri Mall	3 Warwick Mall	4 Apponaug 4 Corners Post & Main	5 First & Main	6 Shoreside Apartments	7 Essex Village	8 Heritage Village	9 Post Rd & Quonset	10 Wickford (Brown & Main Sts.)	11 Rte 1A & Rte 138	12 Jamestown Ferry Landing	13 Narragansett - Salt Pond Plaza
Narragansett	9:00AM	-	-	-	9:25	-	-	-	9:35	9:41	9:47	-	10:06
c Narragansett	12:15PM	-	-	12:42	12:51	-	-	-	1:01	1:07	1:13	-	1:32
c Narragansett	3:05PM	3:22	3:32	3:42	3:51	3:54	4:04	4:08	4:11	4:17	4:23	-	4:42

Sunday/Holiday

No service

c Trip serves Warwick Park-n-Ride lot on Rte. 117

d #60 Newport Express Bus operates via I-95 - Rte. 4 - Rte. 1 - Rte. 138

e Trip operates express via I-95

CORRESPONDENCE & MEETING NOTES



State Planning Council

One Capitol Hill
Providence, RI 02908
www.planning.state.ri.us

TRANSPORTATION IMPROVEMENT PROGRAM PROJECT PROPOSAL FORM

I. PROPOSER INFORMATION

Submitted by: (Name of organization/local government): Rhode Island Economic Development Corporation _____

Address: 1330 Davisville Road, North Kingstown, RI 02852 _____

Contact Person: Katherine R. Trapani _____ Phone: 295-0044 _____

Email: ktrapani@riedc.com _____

II. PROJECT INFORMATION

Project Title: Davisville Bike Path – Phase I _____ Community(ies): North Kingstown

Location: (attach an 8 1/2" x 11" location map) Quonset Davisville Port and Commerce Park _____

Limits: From: Route 1 (Post Road) _____ to: Fletcher Road

Identify Project Type (Optional): check appropriate category

Highway Projects:

☐ Resurfacing ☐ Reconstruction ☐ New construction ☐ Safety Improvement ☐ Intersection improvement/signalization

Other projects:

☒ Bicycle/Pedestrian ☐ New/improved transit service ☐ Intermodal facility ☐ Other: _____

Describe proposed action: (use additional sheets if necessary)

Please see attached sheet. _____

Describe need for proposed action and benefits for mobility: (use additional sheets if necessary)

Please see attached sheet – Section 1 _____

III. PROJECT SUPPORT

Local Priority: (if submitted by a city or town) This proposal is priority # 3 of a total of 4 proposals submitted

Describe support of proposed project for local and state goals and plans. Include references to local comprehensive plan(s), and State Guide Plan, and other state plans: (use additional sheets if necessary)

Please see attached sheet – Section 5 _____

Identify additional resources to be committed to this proposal, if any:

Source: RIEDC

Amount: Land for ROW is valued at \$441,350. Labor valued at \$30,000.

Source: _____ Amount: _____

Has the proposer completed feasibility, planning, or design studies for the proposal? ☒ Yes ☐ No
(if Yes, list and briefly describe below):

Master Plan (Parsons Brinckerhoff) and conceptual design (Wallace Floyd Associates) are complete. _____

Identify relationship of project to community or economic development initiatives: (use additional sheets if necessary)

Please see attached sheet – Section 3 _____

Other information relevant to consideration of project proposal: (use additional sheets if necessary)

Please see attached sheet – Sections 2 and 4 _____

IV. PROJECT PUBLIC INPUT

For proposals submitted by city or town government:

A local public hearing to consider proposal ☒ was ☐ will be held on: (date): Feb. 14, 2000 _____

For proposals submitted by other organizations or entities:

A letter of support from city/town municipal chief executive or planning director ☒ is attached ☐ will be submitted by March 1, 2000.

**Project proposal forms must be returned
no later than February 25, 2000 to:**

R.I. Statewide Planning Program
ATTN: George Johnson, Supervising Planner
One Capitol Hill
Providence, RI 02908

For further information contact:
George Johnson at 222-6479 or
by email: gjohnson@planning.state.ri.us

BIKE PATH - PHASE I

The Bike Path is a project first identified by the Davisville Base Reuse Plan and reinforced by the Master Plan for Quonset Davisville. The corridor reserved for this bikeway runs along the northern edge of the Park from Post Road to Calf Pasture Point. The first phase of this project begins at Post Road and ends at Fletcher Road (1.75 miles). The second phase completes the distance to Calf Pasture Point (an additional 2.0 miles). A 50' right-of-way allows for a 10' path and 20' of vegetation on either side. This buffer area will shield industrial and office development from the Newcomb Road neighborhoods. The bikeway will serve both recreational users and commuters to QD. It will connect to several recreational and cultural facilities, as well as the proposed Intermodal Center. It will also serve as part of the area network of bike facilities from Warwick to Narragansett.

The total cost of this project is estimated at \$1.04 million.

BUDGET SUMMARY

Budget Item	Total Cost	RIDOT Portion	RIEDC Portion
ROW Value ¹	\$441,344		\$441,344
Construction ² (site prep., pavement removal, overlay, grading, seeding)	\$368,340	\$338,340	\$30,000 (fence removal)
Landscaping ³	\$234,540	\$234,540	<i>RIEDC is implementing adjoining landscape buffer.</i>
TOTAL	\$1,044,224.00	\$572,880.00	\$471,344.00
PERCENTAGE	100%	55%	45%

1. Land value per acre for 9100' x 50' ROW obtained from Quonset Davisville Master Plan.
2. Construction cost based on per mile cost of Wickford Junction Spur bike path in West Bay
Bike Path Feasibility Study.
3. Landscaping cost based on consultant estimate (Wallace, Floyd, Associates 1998).

DAVISVILLE BIKE PATH

Transportation

- A Intermodal Center (proposed)
- I High Speed Ferry (potential)

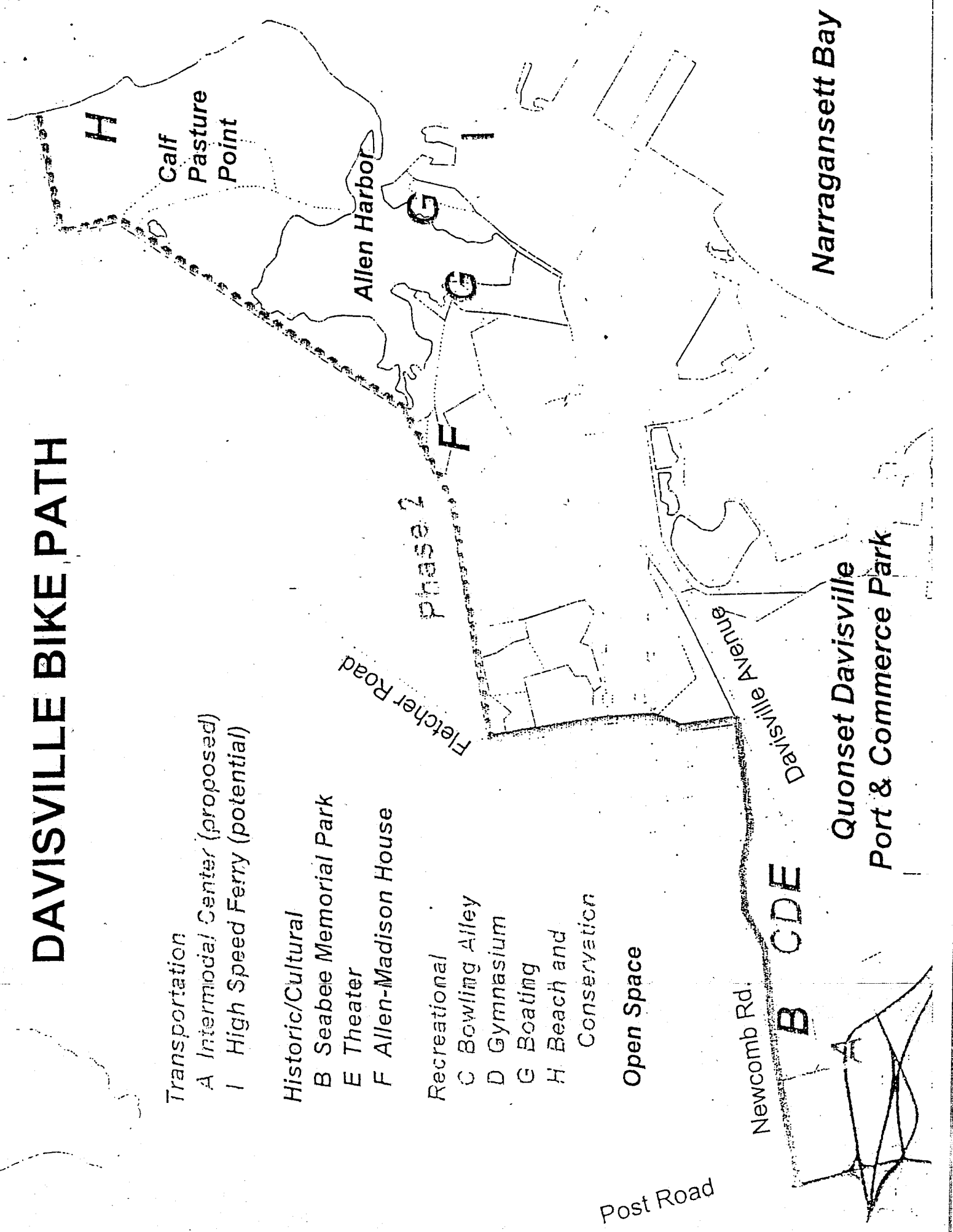
Historic/Cultural

- B Seabee Memorial Park
- E Theater
- F Allen-Madison House

Recreational

- C Bowling Alley
- D Gymnasium
- G Boating
- H Beach and Conservation

Open Space



Association (TMA) at Quonset Davisville. The purpose of a TMA would be to identify and implement traffic mitigation measures of benefit to the park. TMAs are successful throughout the country since they provide a formalized structure for private sector activities in transportation. These cooperative efforts could be initiated by RIEDC (perhaps as part of lease restrictions) and then turned over to the TMA, and could involve developers, employees and tenants. RIPTA could assist in planning this service. A commitment to a TMA is contained in the previously referenced *Relocated Route 403 Project* FEIS. RIDOT committed to working "with the employees at Quonset Point/Davisville to form a transportation management association and work...to develop new...initiatives." A TMA might, for example, develop a joint business/employee bulletin board, for all businesses in the park, that maintain records for all employees willing to ride-share or car pool, as well as those who need a ride.

RIEDC may want to consider certain incentives for developers or tenants that reduce or maintain low(er) employee trip generation totals, especially during peak periods. Such incentives could include higher density development and lower parking space requirements. Flextime and staggered work hours would help even out peak traffic generation periods.

7.5.5 Water Transit

RIDOT and RIPTA have undertaken a water transport study for the State, evaluating potential routes, ridership and vessel types. The most marketable routes appear to be between Providence, Newport, and Block Island and between Providence and Pawtucket.

As the industrial park develops to its full potential, a water transit service to the park may become feasible. Service from East Bay, including Newport, may become feasible since some passengers on private corporate jets using Quonset State Airport have final destinations in the Newport area.

A water transit ferry dock near the airport, at Carrier Pier or the Quonset Waterfront district, is a likely candidate site. Another site at the Davisville waterfront may have potential, although it is unlikely that two stops at Quonset Davisville would be warranted by virtue of cost and operational issues. The demonstrated use of high speed or regular commuter ferry service on Narragansett Bay was proposed by RIPTA in early 1998.

7.6 Other Traffic Reduction Opportunities

7.6.1 Bicycle and Pedestrian Facilities

There are few bicycles and pedestrians at Quonset Davisville. The general absence of a continuous network of sidewalks, marked routes and destinations are disincentives to such activity. The potential to use the new avenue system of roadways and the park perimeter as bicycle or pedestrian ways should be encouraged.

The Reuse Plan has proposed bikeways along the northern edge of the park, linking Calf Pasture Point and the proposed West Bay Bikeway along Post Road. That perimeter bikeway is accommodated by this master plan. In addition, bikeways could be located on Devils Foot Road, after the Route 403 project has been built, leading to the Intermodal Center.

Within the park, bikeways are proposed alongside Davisville Avenue leading to the port and marinas; alongside Quonset Avenue leading to Camp Avenue via Kiefer Park; and alongside Cross Park Avenue leading to the open space areas, the golf course and the airport (see Figure 7-6). Roadway shoulders would be approximately four feet wide (typical with off-street parking). Bicycle racks could be provided at the Intermodal Center to encourage passengers to use bikes to get to jobs in the park. Employers should be encouraged to provide bicycle and shower facilities for their employees.

Pedestrians should be accommodated particularly in the relatively high density Intermodal/Executive Park area. Not only is a mix of commercial uses proposed here, but planned community facilities would be within walking distance from the neighborhood across Newcomb Road. Elsewhere in the park, sidewalks will be provided at the avenues and roads.

7.6.2 Special Events - Quonset Air Show

The Quonset Air Show each year attracts approximately 140,000 persons over a weekend in late June. Parking and traffic congestion problems abound during this weekend. The proposed TMA, recommended above, could address this special event need, in cooperation with the sponsors of the Air Show. Parking revenues are collected by the sponsor and given to charity. This gesture should be preserved.

7.7 Railroad Facilities and Operations Plan

This subsection describes the railroad facilities at Quonset Davisville Port and Commerce Park. Included are discussions

of railroad facility development, existing conditions and recommended improvements.

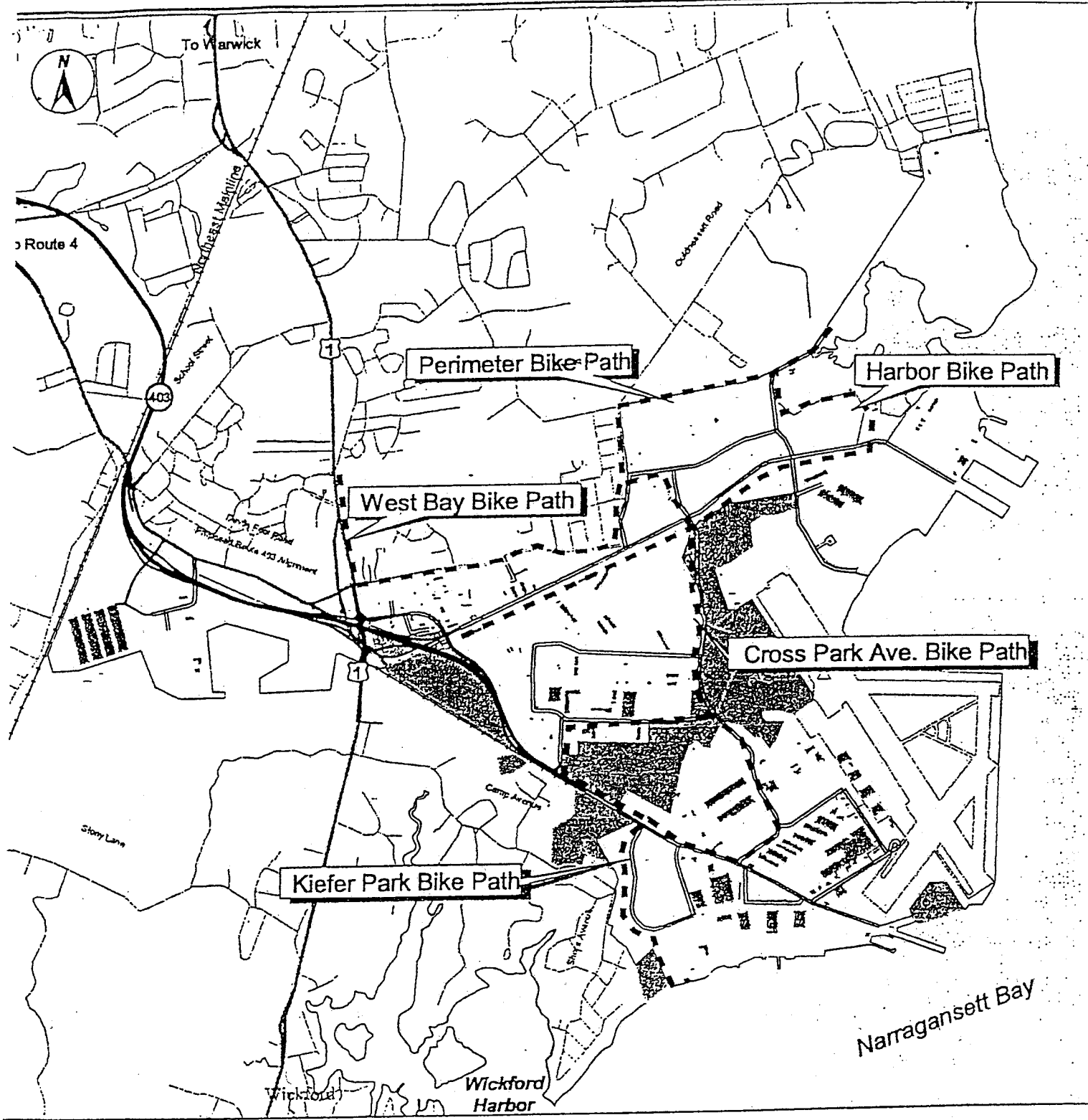
The railroad facilities were originally installed for the U.S. Naval Air Station at Quonset Point that was constructed in the late 1930s and early 1940s. Construction of the railroad facilities followed design standards and construction practices of the New York, New Haven and Hartford Railroad, which was then serving the facility.

The Seaview Railroad, officially the Seaview Transportation Company, Inc., is the provider of rail service to the Quonset Davisville industrial area. Most of the rail facilities are owned by the RIEDC, and Seaview is a tenant paying rent based on a percentage of its monthly revenues. All of the Seaview railroad tracks were formerly developed and used by a U.S. Government Railroad operated by the U.S. Navy. There is reportedly a total of 23 miles of track within the facility although only about 6.4 route miles of railroad exist. As the Navy gradually phased out its operations at Quonset Point, the need for a private railroad operator became apparent. The Seaview Railroad originally began operations in 1974.

The railroad facilities continue to play an important role in daily port operations at Quonset Davisville. Rail infrastructure is a key factor in the site's intermodal attractiveness, and is an important element in the overall economic health and vitality of the Quonset Davisville industrial area.

The rail facilities:

- Can be used for future commuter rail



1" = 3000' 1:36,000
1000 Feet

Sources:

RIEDC, PB documents, and RIGIS



Rhode Island Economic Development Corporation



Quonset Davisville Port and Commerce Park
Master Plan

Potential Bicycle Paths

Figure

7.6

[illegible]

{ LEADS EXISTING PROJECT }
 { INCLUDED IN THIS PROJECT }
 { OTHER FUNDING SOURCES REQ'D. }

[illegible]

PREDOMINANTLY EVERGREEN
Quonset-Davisville Buffer Planting

WALLACE RLOYD, ASSOCIATES INC.
CHICAGO ILL 60604

Wanget-Davisville Buffer Planting

PLANT LIST - Predominantly Evergreen

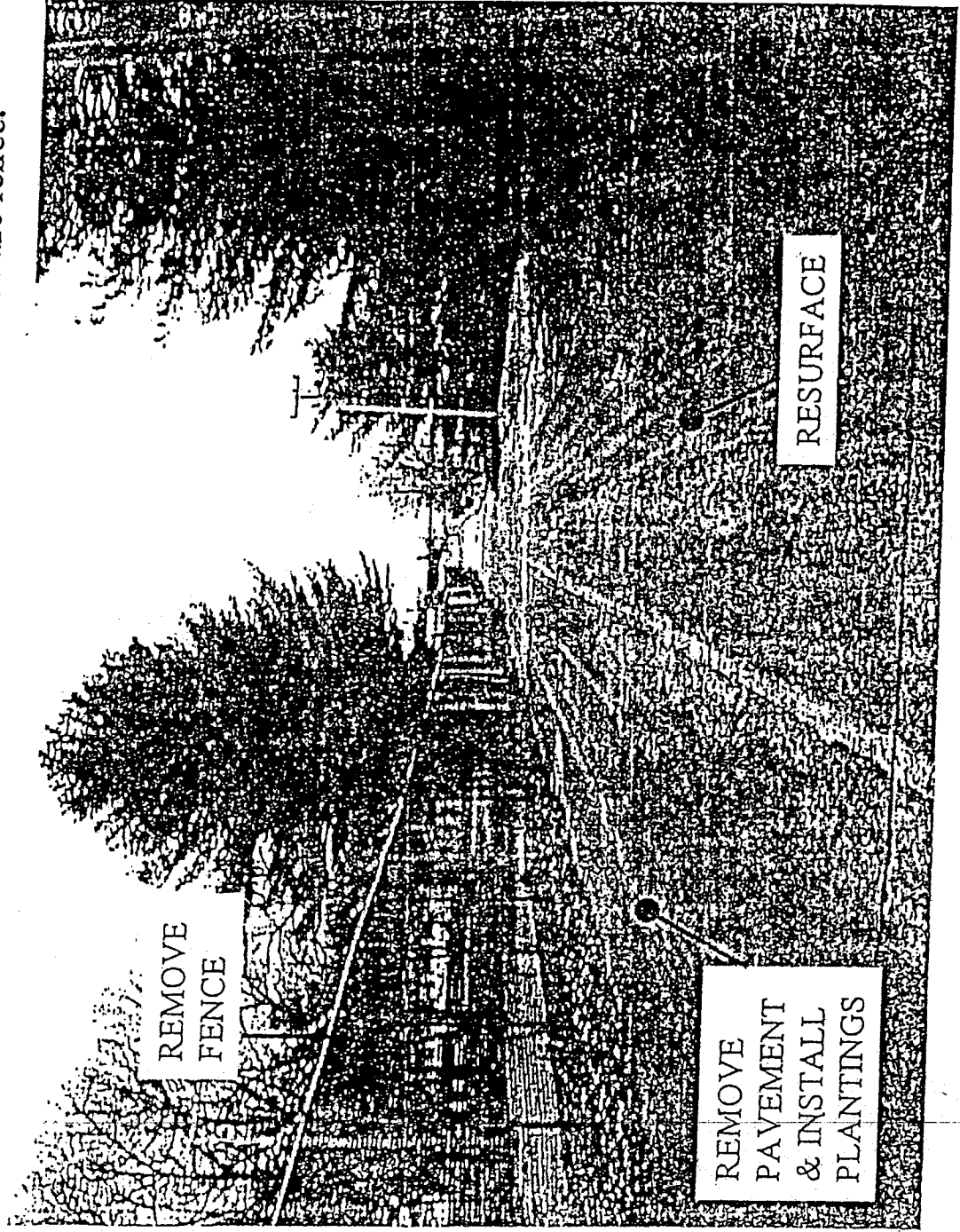
October 30, 1998

SYMBOL	BOTANICAL NAME	COMMON NAME	EVERGREEN	MATURE SIZE OF PLANT	SEASONAL INTEREST	POTENTIAL TO REPLANT FROM SITE	QUANTITY	SIZE AT PURCHASE	SPACING	UNIT PRICE *	FALL HAZARD AND POSSIBLE SUBSTITUTIONS
1	Acet. ruorum 'October Glory'	October Glory Red Maple			Red fall color		4	3 1/2' x 4' cal.	18-20' o.c.	\$600	X Acer. saccharum Sugar Maple
2	Juniperus virginiana	Eastern Red-cedar	X	40 ft. high x 8-20 ft. wide	Evergreen	X	35	4-5' hl	6-8' o.c.	\$530	
3	Lil. alus	Crapeole			Sonny flowers, autumn tints	X	2	2-2 1/2' cal.	15' o.c.	\$300	
4	Pinus strobus	White Pine	X		Evergreen	X	7	5-8' hl	15-18' o.c.	\$125	
5	Quercus rubra	Red Oak			Red fall color	X	2	3 1/2' x 4' cal.	18-20' o.c.	\$625	X Quercus. Prunifolia Pin Oak
6	Thuja occidentalis 'Nigra'	Dark American Arborvitae	X	30 ft. high x 10-12 ft. w.	Evergreen		11	5-6' hl	6-8' o.c.	\$100	
7											
8	Ilex glabra	Inkberry	X	6-8 ft. high x 8-12 ft. w.	Evergreen		49	3-4' hl. B&B	4-6' o.c.	\$90	
9	Juniperus communis	Shore Juniper	X	2 ft. high x 8 ft. wide	Evergreen		134	18-24" spr. (2 gal.)	3-5' o.c.	\$35	
10	Lonicera pennsylvanica	Bayberry		5-9 ft. high x 10-15 ft. wide	Abundant semi-evergreen leaves, grey berries	X	17	3-4' hl. B&B	6' o.c.	\$75	
11	Potentilla fruticosa	Bush Cinquefoil		2-4 ft. high x 2-4 ft. wide	Yellow flowers May-September		47	18-24" hl. (2 gal.)	2-4' o.c.	\$20	
12	Pinus mugo 'Mughus'	Compact Mugo Pine	X	4'-6' high x 8'-10' wide	Evergreen		49	2 1/2' x 3' hl. B&B	4-6' o.c.	\$80	
13	Rosa rugosa	Salisbury Rose		4-6 ft. high x 4-6 ft. wide	Pink or white June flowers, red fruit, orange fall color		29	2-3' hl (3 gal.)	3-4' o.c.	\$25	
14	Rhododendron viscosum	Swamp Azalea		5-9 ft. high x 3-8 ft. wide	White, July flowers, orange-cream fall color	X	13	3-3 1/2' hl	4' o.c.	\$90	
15	Rosa virginiana	Virginia Rose		4-6 ft. high	Magenta-cream June flowers, red winter berry, scarlet fall color		17	18-24" hl. (2 gal.)	4' o.c.	\$30	
16	Vaccinium angustifolium	Lowbush Blueberry		6" high x 2 ft. wide	Blue berries, scarlet fall color		107	5-12" hl. (1 gal.)	18" o.c.	\$15	
17	Yucca filamentosa	Adam's Needle	X	3 ft. high x 3 ft. wide	Creamy white July flowers		25	12-18" hl (3 gal.)	30-18" o.c.	\$35	

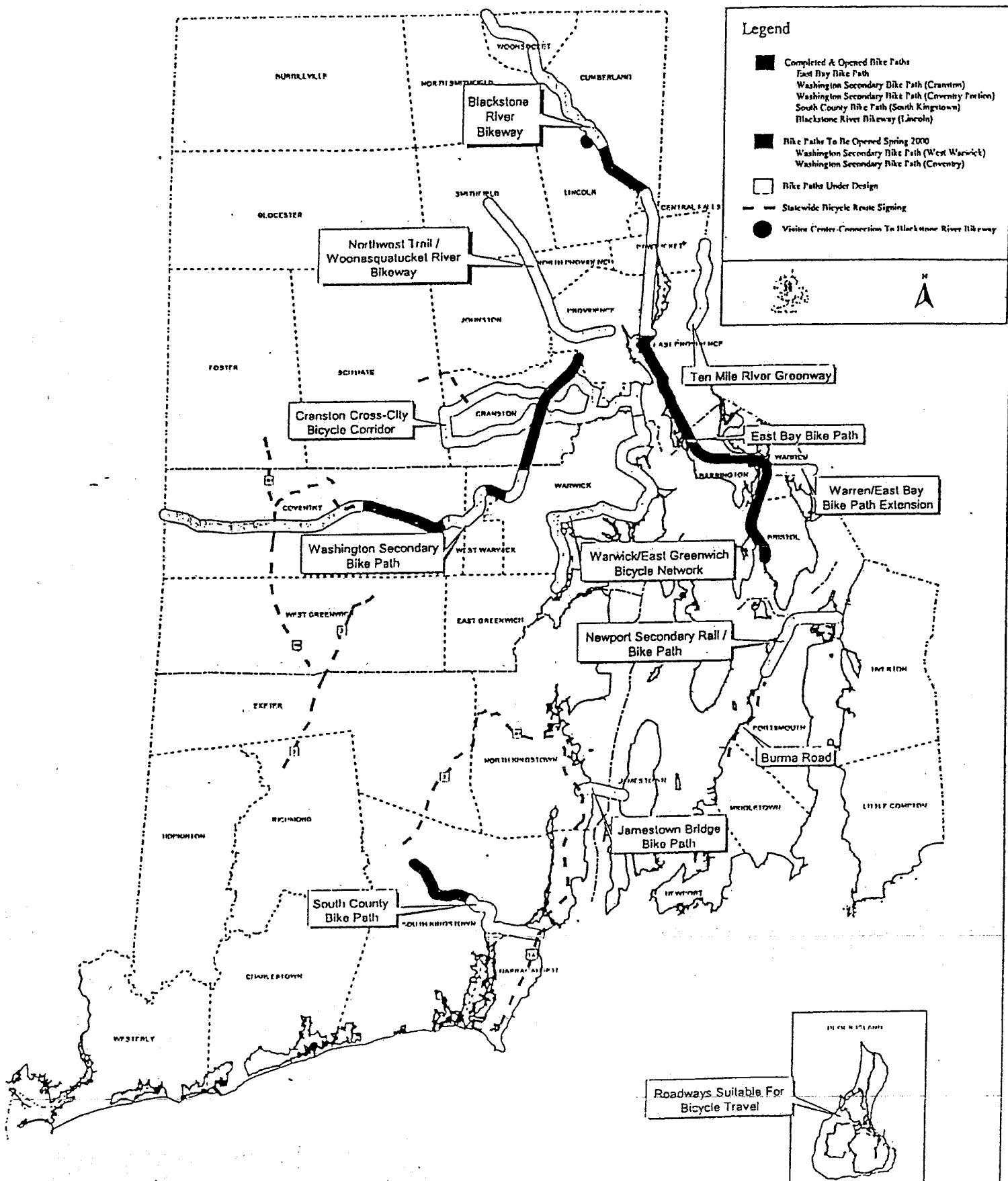
* All prices include installation by a landscape contractor and are based on 1998 wholesale prices from established Northeastern states nurseries. Prices may vary based on supplier.

Existing Conditions

View: Looking east down Perimeter Road.
Newcomb Road runs parallel on the other side of the fence.



State of Rhode Island
Statewide Bicycle System Plan
1999



CRITERIA	PROJECT: Davisville Bike Path Phase I
1. Mobility Benefits	
a) number of travelers served, or volume of freight transported	Will serve commuters as well as recreational users. It is estimated that in the near term, 50 people will use this facility for commuting on any given day, and in the long term, 248.
b) correction of a high-priority safety problem	Will get pedestrian and bicycle traffic off Newcomb Road which has no sidewalks and no shoulders.
c) level of service improved, congestion reduced; or efficiency of freight service improved	Any bike or walking trip that would otherwise be a car trip helps to reduce congestion. It is estimated that 5375 (near term) to 26,660 (long term) trips per year will be diverted from SOV's.
d) linkages among different transportation modes (intermodal)	Will connect to proposed intermodal center with bus, shuttle, carpool, and perhaps commuter rail.
e) number of modes provided for (multimodal)	Can accommodate walking and bicycling.
f) regional scale and impact	West Bay residents are most apt to use the bike path for commuting and recreation. If this bike path eventually becomes part of the West Bay Bicycle Route between Goddard Park and Wickford, use by tourists will increase.
g) mobility provided to populations without vehicles	The bike path will be accessible to two subsidized housing complexes on Newcomb Road.
h) improvement of user comfort, convenience, or information	Improves user comfort and safety by providing off-road Class I facility rather than using travel lanes on Newcomb Road.
2. Cost-effectiveness	
a) capital cost in proportion to travel benefit (time, distance, or delay reduced, etc.) or economic benefit	The portion of the total cost to be provided by RIDOT and FHWA (\$602,880) is \$344,500 per mile which is very cost-effective because no ROW acquisition is required. The economic benefit to be realized is increased marketability of parcels in the Executive Park, and all of QD.
b) improvement in pavement condition	New bike path surface will be an improvement over the existing conditions on Newcomb Road.
c) utilization and preservation of existing infrastructure, consideration of future maintenance/operating costs	The bike path will follow a road the Navy used for perimeter security, so land clearing is not necessary. Also, the path will be maintained by RIEDC and will not create a burden on the Town or the State.
d) potential to leverage federal transportation with other public or private investment	The RIEDC has actively sought funding from other sources for this project, and will continue to seek funding for Phase II. If Phase I is complete, the chances of funding Phase II are that much greater.
e) small-scale, innovative,	N/A

CRITERIA	PROJECT: Davisville Bike Path Phase I
pilot projects to improve efficiency	
3. Economic development impact	
a) Support of state-designated enterprise zones	N/A
b) Creation or retention of jobs, as by improving access to employment centers	Improves access to QD from the local area. Providing amenities, such as a bike path, within the Park helps in job retention and marketing.
c) facilitating the movement of goods	N/A
d) encouraging tourism (considering historical, recreational, cultural, and scenic assets)	The path will connect to the Seabee Memorial Park and Town recreational facilities (gymnasium and theater). Phase II will connect to Narragansett Bay and a 250 acre beach/conservation/marina area as well as the historic Allen Madison House, and several designated "natural and sensitive areas."
e) benefit to economically disadvantaged populations	The bike path will be accessible to two subsidized housing complexes on Newcomb Road.
4. Environmental impact	
a) air quality (emissions reduced)	Air quality will improve by diverting commuters from the roads. The vast majority of these users would otherwise be commuting in single occupant vehicles. It is estimated that 42,785 (near term) to 214,140 (long term) VMT's will be saved annually.
b) energy conservation (consumption reduced, as by fewer trips or reduced vehicle miles of travel)	Energy consumption would be reduced in parallel to reduced use of private vehicles.
c) water quality (pollution impacts reduced)	Fewer vehicles on the road will marginally reduce the pollutants that come from highway runoff.
d) protection and enhancement of environmental resources	Phase I will connect to three designated "natural and sensitive areas" totalling 46 acres. Phase II will connect to Narragansett Bay and a 250 acre beach/conservation/marina area.
e) preservation and enhancement of scenic and historic districts or views, or improvement of visual appeal	Phase I connects to the Seabee Memorial Park, and Phase II will connect to the historic Allen Madison House. The visual appeal will be vastly improved by landscaping and removal of the Navy's chain link, barbed wire fence.
f) contribution to a greenways system	Will create a new 1.75 mile greenway where little or vegetation currently exists.

CRITERIA	PROJECT: Davisville Bike Path Phase I
g) maintaining integrity of neighborhoods, retaining community and quality-of-life values	The bike path and landscaping will provide a buffer between the industrial/office park and the residential area, as well as provide fitness opportunities (walking and bicycling). The bike path will be a tremendous asset to the neighborhood
h) consistency with environmental justice for minority and low-income populations	There will be no adverse impact on minority or low-income populations.
i) prevention of urban sprawl	Focusing development at QD, where transportation and utility infrastructure are in place, may help to relieve development pressure on RI's rural communities.
5. Degree of support to local and state goals and plans	
a) Priority given by local government compared to other projects	Priority 3 of 4.
b) Past commitment such as completion of studies or design	Master Planning (by Parsons Brinckerhoff) and conceptual design (Wallace Floyd Associates) are complete. The RIEDC has begun fence removal and evergreen planting installation at a cost of approximately \$40,000.
c) local funding share	The RIEDC is willing to donate the land for the 50' x 1.75 mi. ROW valued at \$441,350 (45% of project cost).
d) linkage with other local projects	This bike path is an important link in the West Bay bicycle network. It is one of several projects aimed at the successful reuse of QD (Intermodal Center, Route 403, FRIP, Seabee Memorial Park, etc.)
e) cooperation among two or more municipalities	N/A
f) contribution to achieving planned land use and other goals and policies of local comprehensive plans	North Kingstown Comprehensive Plan (see attached) 2.2.3; 3.1.6
g) contribution to achieving goals and policies of the state transportation plan and other State Guide Plan elements	State Guide Plan Elements 112.03.1; 121.E.14; 121.T.4 (for Ground Transportation Plan, Element 611, see attached)
h) degree of public support	Two public workshops have been held by the RIEDC on the bike path and buffer (10/13/98 and 2/24/99). Also approved by the Quonset Davisville Management Corporation and North Kingstown Town Council at a public meetings.

VMT ANALYSIS METHODOLOGY

An analysis has been undertaken to assess the short term air quality benefits. This analysis assumes that only commuter trips diverted from SOV's to bicycle have an air quality benefit. Recreational trips have not been factored into the equation. The analysis also conservatively assumes bicycle traffic only from the three communities of North Kingstown, East Greenwich, and Warwick. Cyclists from the south or west would enter the Park from a different location and would not be apt to use this particular facility. A significant number of workers at QD(26%) live in the communities of Cranston, West Warwick, and Coventry. Any cyclists from these communities, which are certainly within biking distance, would have an air quality benefit in addition to this analysis. The percentage of cyclists estimated (2% of commuters from nearby communities) is consistent with the QD Master Plan goal of 5-10% reduction of SOV's. It is also consistent with the statewide portion of commuters not using cars or transit (7% according to the Ground Transportation Plan). There is an allowance made for cyclists who would use this mode of transportation regularly or only on occasion.

SHORT TERM VMT's SAVED

Existing employment	Percent from market area ¹	Number from market area	Estimated number of users ²	Estimated days per year ³	Number of bicycle trips per year	Average estimated round trip length	VMT's saved
5500	NK 7% (north of QD)	385	8 regular	195	1560	3	4680
			8 casual	20	160	3	480
	EG 3%	165	3 regular	195	585	7	4095
			3 casual	20	60	7	420
	War 13%	715	14 regular	195	2730	11	30030
			14 casual	20	280	11	3080
TOTAL	23%	1265	50	-	5375	Average=8	42,785

LONG TERM VMT's SAVED

Full build-out employment	Percent from market area ¹	Number from market area	Estimated number of users ²	Estimated days per year ³	Number of bicycle trips per year	Average estimated round trip length	VMT's saved
27,000 (draft Master Plan)	NK 7% (north of QD)	1890	38 regular	195	7410	3	22230
			38 casual	20	760	3	2280
	EG 3%	810	16 regular	195	3120	7	21840
			16 casual	20	320	7	2240
	War 13%	3510	70 regular	195	13650	11	150150
			70 casual	20	1400	11	15400
TOTAL	23%	6210	248	-	26660	Average=8	214,140

1. RIEDC Employee residence data. Assumes that people biking from the south and west would not be using the path because it is on the northern perimeter of the park. It is assumed that half of NK residents (13.8% of total) live north of QD and would use the bike path. This does not include potential users from further away, e.g., Coventry, Cranston, West Warwick which house an additional 26% of QD employees.
2. Assumes 2% of residents of market area would bike to work regularly and 2% would be occasional, or casual users.
3. The weather would permit bike path use an estimated 75% of the year or 274 days. A 5-day work week covers 195 of 274 days. Casual users may bike once a week May thru September, or 20 days.

Objective 2.1.10: Identify and designate appropriate truck routes away from residential areas.

Objective 2.1.11: Promote expanded use of rail freight to conserve energy, reduce roadway congestion, and minimize damage to roads and bridges caused by heavy traffic.

Objective 2.1.12: Identify the circulation needs of marine dependent uses (e.g., piers, docks, moorings, channels, etc.). Work to provide for, and improve such facilities.

Objective 2.1.13: Provide public signage and adequate parking, where appropriate, at Town facilities, recreational, open space and shore access points.

Objective 2.1.14: Require provision for public access to the water in all new subdivisions with shore frontage.

Objective 2.1.15: Identify possible uses of existing paper streets and assess their potentials as pedestrian walkways, roads, etc.

GOAL 2.2: *Improve the availability and utilization of alternative transportation modes in North Kingstown to drivers and non-drivers throughout the Town.*

Objective 2.2.1: Coordinate the Town's transportation and land use policies (for example, concentrating development) so as to make the expanded use of alternative transportation modes more practical and cost effective.

Objective 2.2.2: Work with the Rhode Island Public Transit Authority (RIPTA), developers and other service providers to ensure that adequate provision is made to encourage the use of alternative modes of transportation (e.g., bus pullouts, parking for multiple occupant cars, car and van pool vehicles, and appropriate shelters) where appropriate in all new and revitalized development.

Objective 2.2.3: Develop comprehensive bicycle and pedestrian circulation systems that include provisions to install paths in existing rights-of-way (e.g., roadways, abandoned railroad rights-of-way and utility easements) and connect schools, residential areas, recreation areas and commercial areas. Link the pedestrian trails and bikeways with other transportation modes.

Objective 2.2.4: Develop a parking strategy for the Town that will provide sufficient short-term parking for merchants and patrons, and that is linked to alternative forms of transit in the congested areas of Town (village centers, commercial and industrial parks).

Objective 2.2.5: Identify areas of Town where multi-modal transportation hubs can provide a range of alternative transportation options for residents and visitors.

Objective 3.1.4: Retain and enhance commercial and industrial uses which do not exceed the carrying capacity of the land and respect the existing natural features of the Town and its environment.

Objective 3.1.5: Ensure the proper siting and development of commercial and industrial uses compatible with adjacent uses.

Objective 3.1.6: Allow alternate modes of transportation to and from employment centers, retail and office areas.

Objective 3.1.7: Adopt distinctive, concise development standards for commercial, office and industrial development throughout the Town.

Objective 3.1.8: Ensure strict protection measures for economic development sites over the groundwater recharge and reservoir areas and other sensitive natural areas.

Objective 3.1.9: Allow business and industry to apply the best available technology and best management practices to minimize harmful emissions and waste by-products.

Objective 3.1.10: Utilize the adopted Land Use Plan to encourage quality development and/or revitalization of the Town's resources.

Objective 3.1.11: Allow economic development which is compatible with the character of and enhancement of the Town's villages.

Objective 3.1.12: Allow business and industry to conserve natural resources and to participate in recycling and precycling programs.

GOAL 3.2: *Work with the Rhode Island Department of Economic Development (RIDED), the Rhode Island Port Authority (RIPA) and the Rhode Island Department of Transportation (RIDOT) to realize maximum Town benefit from the development of the Quonset Point/Davisville Industrial Park (QP/D).*

Objective 3.2.1: Develop a formal, consistent, and open relationship between the Town's Economic Development Director, RIPA, and the RIDED and other relevant state agencies in order to facilitate municipal involvement in industrial development at QP/D.

Objective 3.2.2: Provide reasonable and necessary municipal services to the RIPA which will enhance the marketability of QP/D as an attractive industrial location.

Objective 3.2.3: Work with Rhode Island Port Authority to assure that the QP/D Industrial Park regulations and Town regulations are consistent.

Objective 3.2.4: Support responsible development of the existing facilities at QP/D.

Objective 3.2.5: Plan for and support the development of adequate access to QP/D by means of rail, ship, roadway and airport facilities.

ELEMENT 611

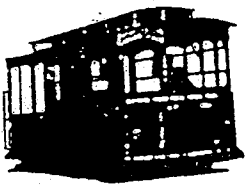
GOALS FOR GROUND TRANSPORTATION

1 RELATE TRANSPORTATION TO LAND USE AND DEVELOPMENT

A transportation system is one of many facilities and services needed to support development. Others include water supply, wastewater treatment and disposal, education, recreation, health care, and police and fire protection.

All of these support systems must be designed and operated in relation to the development patterns that they serve. Built-up urban centers, suburban towns, and rural areas have different needs for support. Services must respond to the demands and limits set by types and intensities of land use, and they must continuously adapt to the changing character of their communities.

But support systems are not entirely reactive. They can also influence the pattern of development that they serve. Construction of a sewer line, for example, can make economic development possible in an area where it previously could not occur. In Rhode Island, transportation is second only to water supply in the degree of influence it exerts on development.



Here, as elsewhere, the first signs of decentralization from the older urban centers were the "streetcar suburbs" that appeared late in the nineteenth century. Over the next three decades the growth of these suburbs exceeded the reach of the streetcar systems. Two decades later, commercial and then industrial activities began to seek locations away from central cities, and suburban and rural residential growth accelerated. The automobile became the key element in the transportation system serving this new development pattern.

Public transportation, whether streetcars or buses, operated over fixed routes that were not well adapted to spread-out development. Housing and employment densities declined to levels below those that could be efficiently served by any fixed-route transit systems, and they rapidly lost riders -- some to the point of disappearance. Today, about 90 percent of all work trips in Rhode Island are made by auto. About as many people walk or work at home, as use transit.

The costs of sprawl have been well documented; they include loss of useful open space, disappearance of community character, conflicts between incompatible activities, increasing demands for high-cost urban services in communities unable to afford them, and eroding tax bases and underutilization of infrastructure already paid for in older urban areas. The *State Land Use Policies and Plan* calls for controlling sprawl, and this transportation plan must establish the same goal. Transportation benefits will be to reduce the need for auto travel and to make transit more feasible and cost-effective, in turn avoiding water and air pollution and maximizing the public investment in existing roads and transit service.



Specific goals and policies

1 *ACHIEVE MORE CONCENTRATED DEVELOPMENT PATTERNS*, emphasizing growth in existing urban places -- older cities and their downtowns, historic town centers, and other built-up areas. Promote higher housing densities and greater mix of land uses, within the limits of basic compatibility. Support and stimulate this development pattern with essential services, including transportation.

2. *USE TRANSPORTATION TO SUPPORT ECONOMIC DEVELOPMENT* that takes place in existing built-up areas or on prime sites suitable for intensive development. Examples are development of Quonset Point/Davisville; of prime industrial sites in Cranston and East Providence; of Warwick's proposed business center near the airport; and of the Blackstone Valley in a way that preserves its historic and natural character. Good access to employment is particularly important for lower-income populations.



3. *SUPPORT THE PRESERVATION OF OPEN SPACE AND RURAL CHARACTER* throughout the western side of the state and in South County outside of the urban centers of Westerly, Wickford, Wakefield/Peace Dale, and Narragansett Pier.
4. *ENHANCE TRANSPORTATION PROGRAMS AND PROJECTS*, by including features such as historic preservation and water quality improvements. Reduce stormwater runoff from roadways.
5. *FORMULATE DESIGN STANDARDS FOR ROADS AND STREETS* other than those on the National Highway System, which respond to the context in which they are located, while adhering to minimum requirements for safety and capacity. These must be flexible to adapt to different situations.
6. *ENCOURAGE CITIES AND TOWNS TO CONTROL LAND DEVELOPMENT ALONG ARTERIAL HIGHWAYS* so as to preserve their function, capacity, safety, and appearance. Strengthen the state's role in access management and corridor preservation.
7. *CONTINUE INTEGRATING THE PLANNING PROCESS* for all aspects of the state's development across both functional and jurisdictional lines. Obtain a high level of official commitment to, and a high degree of public participation in, this process. Coordinate transportation planning with other states.
8. *COMPRESS THE TIME BETWEEN PLANNING AND IMPLEMENTATION* of transportation projects, so they are completed when needed and perform proactive, not just reactive, functions.

2 GIVE PRIORITY TO PRESERVING AND MANAGING THE TRANSPORTATION SYSTEM

Better management of the existing transportation system is usually more cost-effective than expansion of the system, and it is essential for safety. System preservation and management refers to many operating and maintenance activities. A greater proportion of the available funds should be allocated to these purposes, at the expense of system development if necessary.

Specific goals and policies



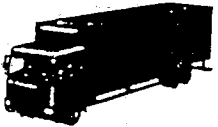
1. *FOLLOW REGULARLY SCHEDULED PROGRAMS OF PAVEMENT AND BRIDGE MANAGEMENT.* Otherwise, highway structures will fail or deteriorate prematurely, resulting in safety hazards and the need for more frequent and costly full rehabilitation or replacement. These programs should be publicized.

3 DEVELOP A LIMITED NUMBER OF NEW TRANSPORTATION FACILITIES AND SERVICES

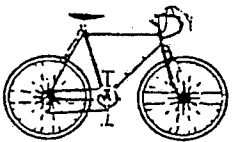
The basic components of the state transportation system are in place. Development needs in the next two decades are limited. Future decisions must insure that components of the system are safe and reliable, serve travel more effectively and efficiently, meet the changing needs of the state's population and economy, support land use policies, minimize impacts on the natural and built environments, and integrate new technologies.

Specific goals and policies

1. *ESTABLISH TERMINALS FOR INTERMODAL CONNECTIONS AT MAJOR TRANSFER POINTS AND DESTINATIONS.* The Newport Gateway Center provides a model at the more elaborate end of the scale, with intercity and local bus service, a parking garage, and tourist information.
2. *UTILIZE TRANSPORTATION TO SUPPORT TOURISM,* the state's fastest-growing industry. Strengthen linkages between the metropolitan center, air and rail terminals, and tourist attractions in Newport, South County, and the Blackstone Valley.
3. *DECREASE THE TIME AND COST OF GOODS MOVEMENT* between the East and West Bay regions and between Rhode Island and Connecticut and points west. Completion of the direct link between Route 146 and the Massachusetts Turnpike will help achieve this if connecting roads are upgraded at key points.



4. *PROVIDE A HIGH LEVEL OF TRANSPORTATION SERVICE AT QUONSET POINT/DAVISVILLE INDUSTRIAL PARK,* including freight rail, highway, port, airport, transit, and commuter alternatives.
5. *IMPROVE PUBLIC TRANSPORTATION TO AND BETWEEN SUBURBAN COMMUNITIES.* Many commercial and industrial activities have already decentralized from cities to outlying locations. Circumferential transit routes and routes facilitating reverse commuting are essential to serve employers who are located in the suburbs and inner-city, lower-income people who need jobs.
6. *PRESERVE RAIL RIGHTS-OF-WAY* for potential future use. These represent opportunities to increase system capacity in congested corridors. They can have multiple uses over the long term.



1. *COMPLETE A STATEWIDE NETWORK OF BICYCLE AND PEDESTRIAN ROUTES* for commuter, recreational, and tourist travel. Coordinate planning for state and local routes. Improve pedestrian safety.

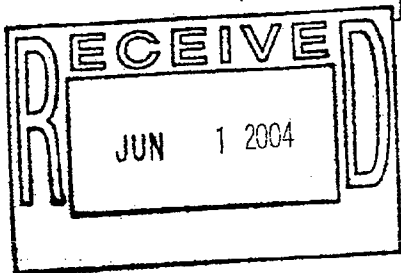
7. *EXPAND ALTERNATIVE MEANS OF TRANSPORTATION TO COLLEGES.* The state's many colleges are major traffic generators, where the volume of automobile traffic and parking threatens to overwhelm the kind of environment desirable for institutions of higher education. Alternatives should be provided and encouraged by reducing the availability of free or low-cost parking and providing free transit passes as part of the fees charged to students.
8. *TEST THE POTENTIAL FOR NEW TRANSPORTATION SERVICE BY RAIL AND WATER.* Extend Boston-Providence commuter rail service south in incremental steps to T.F. Green State Airport.



Town of North Kingstown

90 FEB 25 PM 2:11

Rhode Island



No. 7

TOWN COUNCIL

David R. Burnham
Council President

Patricia Beauchamp
Council Member

Kenneth C. D'Ambrosio
Council Member

Dale M. Grogan
Council Member

Robin Porter
Council Member

February 14, 2000

At the Regular Meeting of the Town Council of the Town of North Kingstown held on

February 14, 2000, following a Public Hearing, it was

VOTED: To recommend for consideration, adoption, and inclusion in the Fiscal Year

2001-2002 Transportation Improvement Program (TIP) the following project priorities:

Reconstruction or Construction of Roads

- Routes 4/1 Interchange
 - The Route 138 cloverleaf should be constructed.
 - The difficulties around the Shady Lea Road intersection at the junction of Routes 4/1 need to be resolved.
 - The property acquisitions for this interchange particularly need to be completed, specifically regarding the Ottaviano property, before further development takes place that will increase the costs of acquisition.
- Quonset Access Road - Funding for both Phases I and II

Study and Development

- Routes 4/1 Intersection
- Post Road - West Main Street to Maxwell Drive
- Wickford Junction to Wickford Village Bikeway

Resurfacing

In order of priority:

1. Brown Street and West Main Street/1A
2. Tower Hill Road - Route 4 to West Main Street/1A
3. Quonset Internal Circulation - Smith Street, Jones Road, Thompson Road, and Northrup Road
4. Route 2 - Route 102 to the East Greenwich Town Line
5. Slocum Road

Intersection Improvements

- Route 102/Route 1
- Stony Lane and Post Road

Transit Improvements and Ridesharing Programs

- Wickford Junction Commuter Rail Station - Construction

Bicycle/Pedestrian Projects

- Wickford to Quonset Bikeway - Construction
- Jamestown-Verrazano Bridge Bikeway Development

Other

- Jamestown Bridge Demolition and Fishing Pier Development
- Hussey Bridge - Maintenance/Restoration

Corridor Preservation

- Cruikshank Property
- Davis Estate

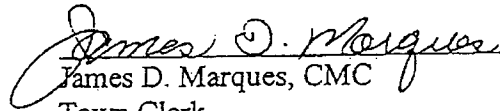
and it was

FURTHER VOTED: That the Town Council endorses the following Rhode Island Economic Development Corporation Quonset/Davisville Transportation Improvement Project submissions:

1. Davisville Road Improvements: Includes resurfacing with 12' travel lanes and 4' bike lanes, minor drainage improvements, information center, and security gate improvements.
2. Intermodal Center: Feasibility study that expands upon draft Master Plan recommendations.
3. Davisville Bike Path: Post Road to Fletcher Road segment. Includes some buffer plantings.

ITEM NUMBER 7
FEBRUARY 14, 2000
PAGE 3

4. Rail Line Rehabilitation: West Davisville Main Line (from Amtrak main line to switch), Quonset Main Line (from switch to Carrier Pier), and Davisville Main Line (from switch to Pier 1).


James D. Marques, CMC
Town Clerk



Meeting Notes

Attendees: Steve Devine, RIDOT
Steve Church, RIDOT
Mike Walker, RIEDC
Craig Estes, RIEDC
Howard Cohen, RIEDC
Steve King, RIEDC
Scott D'Amelio, VHB

Date/Time: 01/06/03: 3:00 p.m.

Project No.: 71489.20

Place: RIEDC Davisville Offices

Re: South County Bicycle Facilities
Davisville Bike Path

Notes taken by: S. D'Amelio

-
1. The purpose of the meeting was to introduce the bike path design study team to the RIEDC staff and discuss the project concept and schedule.
 2. Steve Devine gave a brief overview of the project history, TIP application, proposal process, consultant selection, etc. Steve also explained that while this project has been approved for study, this does not mean that it will be approved for final design and construction.
 3. Design study phase is scheduled to be completed in one (1) year.
 4. RIEDC provided development plans for the North Davisville portion of Quonset Davisville Commerce Park. The plans provide a 50-foot buffer/bikepath/utility corridor along the perimeter of the property and adjacent to Newcomb Road.
 5. The park development is approximately 50% complete with roadway infrastructure. RIEDC will complete a preliminary alignment and profile for approximately half the bikepath length. The Commerce Park construction will have some excess gravel material that RIEDC would like used to prepare a screening embankment with the bikeway on the top. RIEDC has a planting concept twenty feet in width on each side of the bikeway. The seven feet of landscaping closest to Newcomb Road has been installed for approximately half the project length.
 6. The bikeway will ultimately connect to Calf Point Park. North Kingstown may have some improvements planned for park area.
 7. Public access points have not been designated as yet. The Commerce Park does not have area set aside for bikeway parking.

8. RIEDC park has area set for future intermodal center, however, current occupancy precludes its development. The Seabee Museum site has a master plan and is adjacent to the bikeway access.
9. RIEDC website has a copy of the master plan for the park. Parts of the plan are being revised, but the bikeway portion is complete.
10. RIEDC is not aware of any environmental issues.
11. RIEDC is not aware of any historical issues other than the "Allen Madison House" which is in Phase II of the bikepath.
12. For copies of information, plans, text, etc., call Craig Estes or Amrita.

↳ no longer employed

CC: Attendees

**Transportation
Land Development
Environmental
Services**



imagination | innovation | energy Creating results for our clients and benefits for our communities

May 5, 2003

Ref: 71489.00; 71489.10; 71489.20

Vanasse Hangen Brustlin, Inc.

Barry Fontaine
Construction Supervisor
Cox Communications
70 Comstock Parkway
Cranston, RI 02921

Re: South County Bike Facilities - Site Assessment Project - Contract 1
RI Contract No. 2002-EI-007
Narragansett & North Kingstown, RI
Utility Determination

Dear Mr. Fontaine:

The Department of Transportation has under study the above referenced project. This project will assess three potential routes for proposed multiuse paths within three designated study areas, two in North Kingstown and the third in Narragansett.

Enclosed, please find two copies of the Location Maps for the three study areas, the Wickford Junction to Wickford Village Bike Path and the Davisville Bike Path along Newcomb Road both within the Town of North Kingstown and the Narrow River Bike Path within the Town of Narragansett. As part of the Site Assessment, we are required to ascertain the location of any existing utility easements and/or facilities along the potential bike path alignments that may affect the preferred location.

Please provide maps or written descriptions of all existing facilities and easements your company may have within the study areas. A copy of this transmittal letter is to be forwarded to the Utilities Engineer, R.I.D.O.T.

If you have any questions or require additional information, please contact me at 401-272-8100.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.


F30 Scott A. D'Amelio, P.E.
Project Manager

cc: Steven Church, (RIDOT)
Stephen Devine (RIDOT)
John A. Scungio, Jr. (RIDOT Utilities)

54 Tuttle Place
Middletown, Connecticut 06457-1847
860.632.1500 • FAX 860.632.7879
email: info@vhb.com
www.vhb.com

**Transportation
Land Development
Environmental
Services**



imagination | innovation | energy Creating results for our clients and benefits for our communities

May 5, 2003

Ref: 71489.00; 71489.10; 71489.20

Vanasse Hangen Brustlin, Inc.

Thomas Gavula
Director of Engineering and Project Management
Providence Gas Company
100 Weybosset Street
Providence, RI 02903

Re: South County Bike Facilities - Site Assessment Project - Contract 1
RI Contract No. 2002-EI-007
Narragansett & North Kingstown, RI
Utility Determination

Dear Mr. Gavula:

The Department of Transportation has under study the above referenced project. This project will assess three potential routes for proposed multiuse paths within three designated study areas, two in North Kingstown and the third in Narragansett.

Enclosed, please find two copies of the Location Maps for the three study areas, the Wickford Junction to Wickford Village Bike Path and the Davisville Bike Path along Newcomb Road both within the Town of North Kingstown and the Narrow River Bike Path within the Town of Narragansett. As part of the Site Assessment, we are required to ascertain the location of any existing utility easements and/or facilities along the potential bike path alignments that may affect the preferred location.

Please provide maps or written descriptions of all existing facilities and easements your company may have within the study areas. A copy of this transmittal letter is to be forwarded to the Utilities Engineer, R.I.D.O.T.

If you have any questions or require additional information, please contact me at 401-272-8100.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.


File Scott A. D'Amelio, P.E.
Project Manager

cc: Steven Church, (RIDOT)
Stephen Devine (RIDOT)
John A. Scungio, Jr. (RIDOT Utilities)

54 Tuttle Place
Middletown, Connecticut 06457-1847
860.632.1500 • FAX 860.632.7879
email: info@vhb.com
www.vhb.com

**Transportation
Land Development
Environmental
Services**



imagination | innovation | energy Creating results for our clients and benefits for our communities

May 5, 2003

Ref: 71489.10

Vanasse Hangen Brustlin, Inc.

John D. Smith
Supertindent Fire Alarm
Narragansett Fire Department
40 Caswell Street
Narragansett, RI 02882

Re: South County Bike Facilities - Site Assessment Project - Contract 1
RI Contract No. 2002-EI-007
Narragansett & North Kingstown, RI
Utility Determination

Dear Mr. Smith:

The Department of Transportation has under study the above referenced project. This project will assess three potential routes for proposed multiuse paths within three designated study areas, two in North Kingstown and the third in Narragansett.

Enclosed, please find two copies of the Location Maps for the Narragansett study area, the Narrow River Bike Path. As part of the Site Assessment, we are required to ascertain the location of any existing utility easements and/or facilities along the potential bike path alignment that may affect the preferred location.

Please provide maps or written descriptions of all existing facilities and easements your company may have within the study areas. A copy of this transmittal letter is to be forwarded to the Utilities Engineer, R.I.D.O.T.

If you have any questions or require additional information, please contact me at 401-272-8100.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

PRO Scott A. D'Amelio, P.E.
Project Manager

cc: Steven Church, (RIDOT)
Stephen Devine (RIDOT)
John A. Scungio, Jr. (RIDOT Utilities)

**Transportation
Land Development
Environmental
Services**



imagination | innovation | energy Creating results for our clients and benefits for our communities

May 5, 2003

Ref: 71489.00; 71489.20

Vanasse Hangen Brustlin, Inc.

Chief William Bonneau
North Kingstown Fire Department
8150 Post Road
North Kingstown, RI 02852

Re: South County Bike Facilities - Site Assessment Project - Contract 1
RI Contract No. 2002-EI-007
Narragansett & North Kingstown, RI
Utility Determination

Dear Mr. Bonneau:

The Department of Transportation has under study the above referenced project. This project will assess three potential routes for proposed multiuse paths within three designated study areas, two in North Kingstown and the third in Narragansett.

Enclosed, please find two copies of the Location Map for the two study areas within North Kingstown, the Wickford Junction to Wickford Village Bike Path and the Davisville Bike Path along Newcomb Road. As part of the Site Assessment, we are required to ascertain the location of any existing utility easements and/or facilities along the potential bike path alignments that may affect the preferred location.

Please provide maps or written descriptions of all existing facilities and easements your company may have within the study areas. A copy of this transmittal letter is to be forwarded to the Utilities Engineer, R.I.D.O.T.

If you have any questions or require additional information, please contact me at 401-272-8100.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

Scott A. D'Amelio
FDO Scott A. D'Amelio, P.E.
Project Manager

cc: Steven Church, (RIDOT)
Stephen Devine (RIDOT)
John A. Scungio, Jr. (RIDOT Utilities)

**Transportation
Land Development
Environmental
Services**



imagination | innovation | energy Creating results for our clients and benefits for our communities

May 5, 2003

Ref: 71489.00; 71489.10; 71489.20

Vanasse Hangen Brustlin, Inc.

Robert D Sheridan
Manager of Engineering
Narragansett Electric Company
280 Melrose Street
Providence, RI 02901

Re: South County Bike Facilities - Site Assessment Project - Contract 1
RI Contract No. 2002-EI-007
Narragansett & North Kingstown, RI
Utility Determination

Dear Mr. Sheridan:

The Department of Transportation has under study the above referenced project. This project will assess three potential routes for proposed multiuse paths within three designated study areas, two in North Kingstown and the third in Narragansett.

Enclosed, please find two copies of the Location Maps for the three study areas, the Wickford Junction to Wickford Village Bike Path and the Davisville Bike Path along Newcomb Road both within the Town of North Kingstown and the Narrow River Bike Path within the Town of Narragansett. As part of the Site Assessment, we are required to ascertain the location of any existing utility easements and/or facilities along the potential bike path alignments that may affect the preferred location.

Please provide maps or written descriptions of all existing facilities and easements your company may have within the study areas. A copy of this transmittal letter is to be forwarded to the Utilities Engineer, R.I.D.O.T.

If you have any questions or require additional information, please contact me at 401-272-8100.

Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

F30 Scott A. D'Amelio, P.E.
Project Manager

cc: Steven Church, (RIDOT)
Stephen Devine (RIDOT)
John A. Scungio, Jr. (RIDOT Utilities)
Ronald A. Racine, Operations Manager - (Narragansett Electric Company)

54 Tuttle Place
Middletown, Connecticut 06457-1847
860.632.1500 • FAX 860.632.7879
email: info@vhb.com
www.vhb.com

**Transportation
Land Development
Environmental
Services**



imagination | innovation | energy Creating results for our clients and benefits for our communities

May 5, 2003

Ref: 71489.00; 71489.10; 71489.20

Vanasse Hangen Brustlin, Inc.

Anthony Filomeno
State Highway Coordinator
Bell Atlantic-Rhode Island
85 High Street
Pawyucket, RI 02865

Re: South County Bike Facilities - Site Assessment Project - Contract 1
RI Contract No. 2002-EI-007
Narragansett & North Kingstown, RI
Utility Determination

Dear Mr. Filomeno:

The Department of Transportation has under study the above referenced project. This project will assess three potential routes for proposed multiuse paths within three designated study areas, two in North Kingstown and the third in Narragansett.

Enclosed, please find two copies of the Location Maps for the three study areas, the Wickford Junction to Wickford Village Bike Path and the Davisville Bike Path along Newcomb Road both within the Town of North Kingstown and the Narrow River Bike Path within the Town of Narragansett. As part of the Site Assessment, we are required to ascertain the location of any existing utility easements and/or facilities along the potential bike path alignments that may affect the preferred location.

Please provide maps or written descriptions of all existing facilities and easements your company may have within the study areas. A copy of this transmittal letter is to be forwarded to the Utilities Engineer, R.I.D.O.T.

If you have any questions or require additional information, please contact me at 401-272-8100.

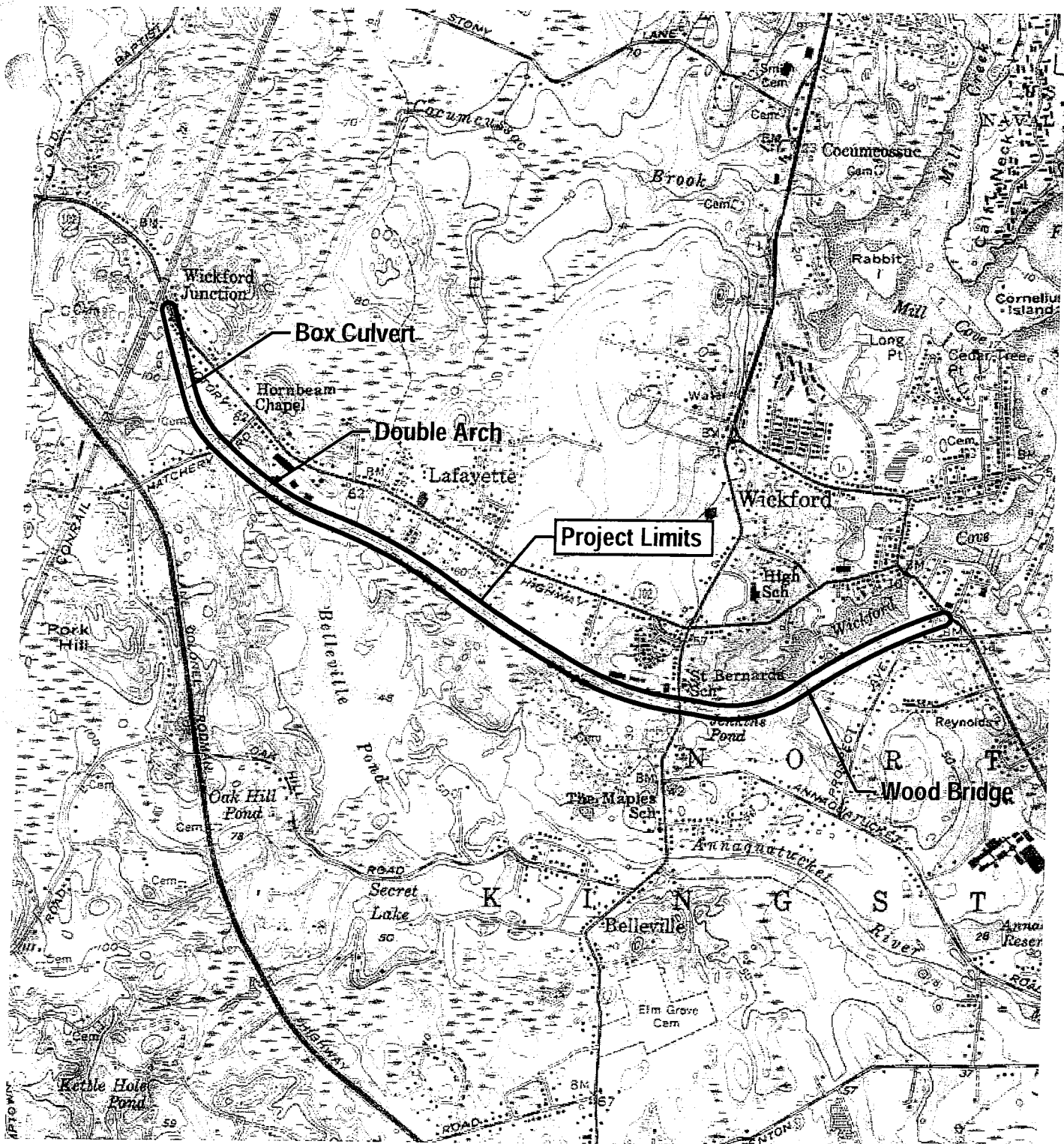
Very truly yours,

VANASSE HANGEN BRUSTLIN, INC.

FO Scott A. D'Amelio, P.E.
Project Manager

cc: Steven Church, (RIDOT)
Stephen Devine (RIDOT)
John A. Scungio, Jr. (RIDOT Utilities)
Gilbert Pemberton, Senior Project Engineer - (Bell Atlantic-Rhode Island)

54 Tuttle Place
Middletown, Connecticut 06457-1847
860.632.1500 • FAX 860.632.7879
email: info@vhb.com
www.vhb.com

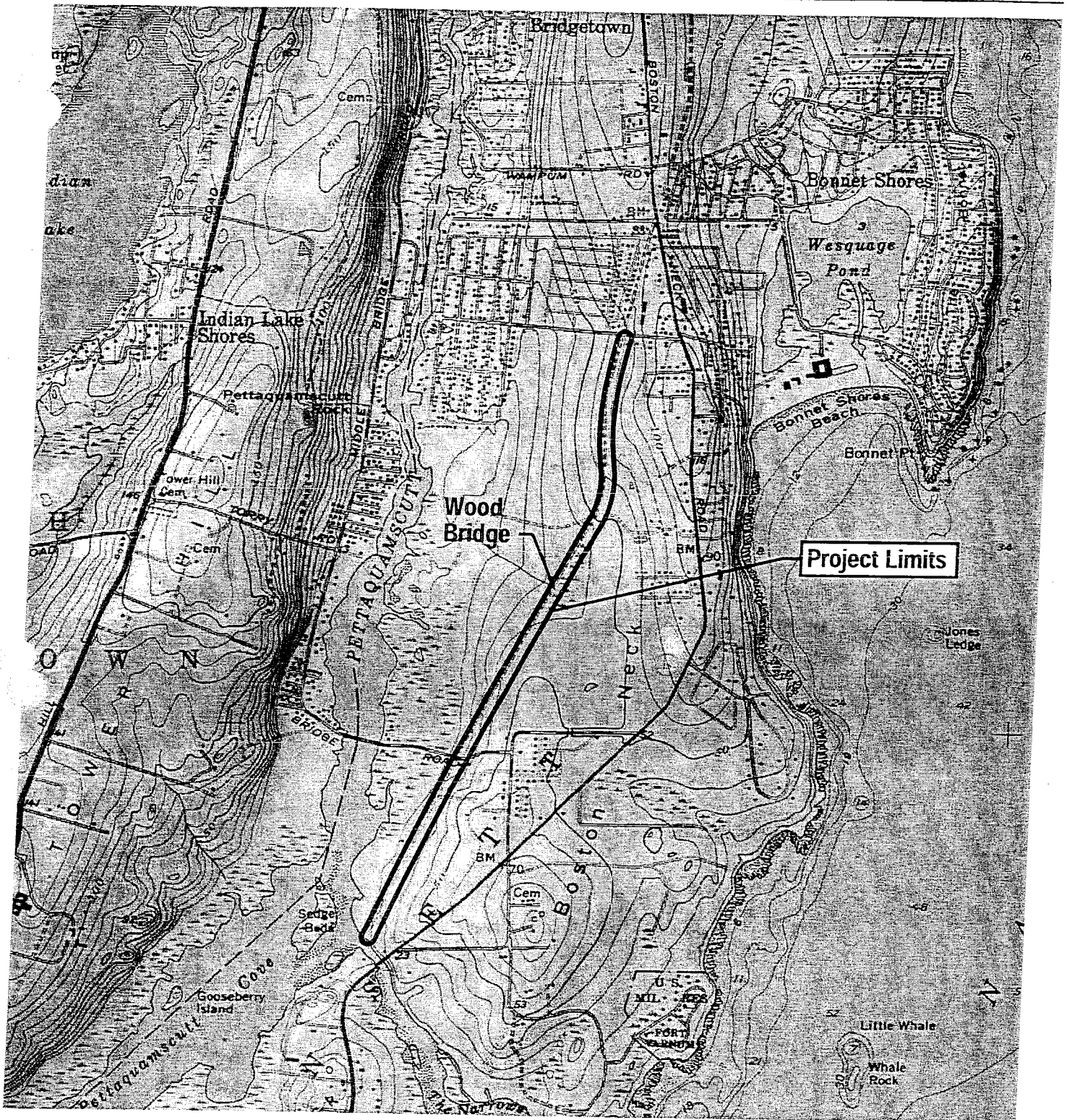


Source: Wickford, RI (1975) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.

Project Location Map
Wickford Junction Spur
South County Bicycle Facility Site Assessment Project
North Kingstown, Rhode Island

Figure 1



Source: Kingston, RI (1975) U.S.G.S. Quadrangle

Vanasse Hangen Brustlin, Inc.

Project Location Map
Narrow River Bikepath
South County Bicycle Facility Site Assessment Project
Narragansett, Rhode Island

Figure 2



0 1000 2000 Feet



Vanasse Hangen Brustlin, Inc.

Project Location Map
Davisville Bicycle Path
South County Bicycle Facility Site Assessment Project
North Kingstown, Rhode Island

Figure 3

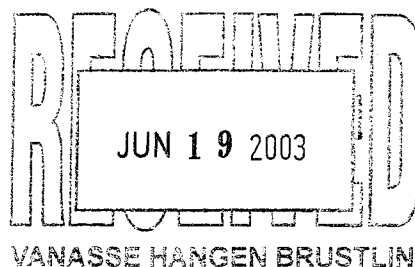
Narragansett Electric

A National Grid Company



June 16, 2003

Scott A. D'Amelio, P.E.
Project Manager
Vanasse Hangen Brustlin, Inc.
54 Tuttle Place
Middletown, CT 06457-1847



Re: South County Bike Facilities - Site Assessment Project - Contract 1
RI Contract No. 2002-EI-007
Narragansett & North Kingstown, RI
Utility Determination

Dear Mr. D'Amelio:

Enclosed, please find The Narragansett Electric Company's plans for the three (3) study areas as requested by your letter dated May 5, 2003 as listed below and shown in the attached plans:

It appears The Narragansett Electric Company does not have any existing facilities located within the **Wickford Junction to Wickford Village Bike Path** in the town of North Kingstown (as shown in Attachment #1 to Attachment #5).

However, The Narragansett Electric Company does have existing facilities located within the **Davisville Bike Path along Newcomb Road** in the town of North Kingstown. These facilities are overhead, three (3) phase 12.47 kV_{Line-to-Line} distribution main line construction {3-477 Aluminum bare primary wire) on cross arms and a 3/C-1/0 Al triplexed secondary cable at 120/240 Volts} (as shown in Attachment #6).

Also, The Narragansett Electric Company does have existing facilities located within the **Narrow River Bike Path** in the Town of Narragansett. These facilities are overhead, three (3) phase 34.4 kV_{Line-to-Line} distribution supply line construction known as the **3302 Highline** in the **Sea View R/W** {3-4/0 Copper bare primary wire on cross arms and a 4/0 Copper bare neutral wire} (as shown in Attachment #7).

For more information regarding The Narragansett Electric Company's easement in the Sea View R/W, please contact from our Providence office at 280 Melrose Street:

Michael DiNezza
Senior Real Estate Representative
401-784-7209

The Narragansett Electric Company reserves the right to change, relocate or add to our facilities due to changes in our system that may occur and are not anticipated at this time. Should any major changes to our facilities in this area occur before the completion of this project, we will make every effort to notify all interested parties.



We would appreciate being included in any future submissions as changes in the design may impact our facilities.

Please contact me at (401) 267-6712 if you have any questions or comments.

Sincerely,

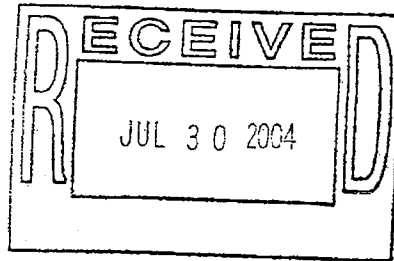
Thomas A. Capobianco
Senior Operations Engineer - Coastal District

Attachments (7)

c: APrata, KFarhoumand, VJPalumbo, SChurch, SDevine, TPMcElroy, LJDudley, MJRhea,
(RIDOT) (RIDOT) (RIDOT) (RIDOT) (RIDOT) MJDinezza, RMurray, file #



TOWN OF
NORTH KINGSTOWN, RHODE ISLAND



80 BOSTON NECK ROAD
NORTH KINGSTOWN R.I. 02852-5762
PHONE: (401) 294-3331
www.northkingstown.org

July 29, 2004

Steven Devine, Chief of Program Development
Intermodal Planning
RIDOT
Two Capitol Hill, Rm. 372
Providence, RI 02903

Re: South County Bike Facilities – Davisville Bike Path

Dear Steve:

The Town of North Kingstown Planning staff has recently reviewed the *South County Bike Facilities Davisville Bike Path* site assessment report. At this time, the North Kingstown Town Council has not had the opportunity to review and comment on this report. We will be scheduling one work session to discuss the Davisville Bike Path as well as the Wickford to Wickford Junction Bike Path and the Wickford to Quonset Bikeway. Until this work session occurs, we offer the following preliminary comments for your consideration. We will forward any additional comments to you after the Town Council holds their work session on all three bike path projects.

- Page 13 – The first sentence includes reference to Marine Road. "and Calf Pasture Point" should be added after "Allen Madison House".
- Page 22 – With regard to the access points identified off Newcomb Road, the Town recognizes that this is conceptual and during the design phase and public input process these locations may change.
- Page 23 – While no associated parking facilities are being planned for the bike path, the report does include the possibility of on-street parking. The Town discourages the idea of on-street parking for the users of the bike path. In addition, the report states that no parking has been planned for the Calf Pasture Point. The Town's master plan for the Calf Pasture Point does include parking to be located at the entrance to the complex.
- Page 31 – The Town is included in the list of entities potentially responsible for maintenance; this would be subject to future Town Council discussion.
- The RIEDC land use map included in the report is outdated. The current land use map from the 2003 Quonset Davisville Master Plan should be utilized. The same holds true for the Master Plan Graphics included in the appendix.

South County Bike Facilities
Davisville Bike Path Site Assessment Report
July 29, 2004
Page 2

If you should have any questions or require additional information, please feel free to contact me at 294-3331, Extension 312. Thank you for the opportunity to comment on this site assessment report. We look forward to working with you and the RIEDC on seeing this bike path through design and construction.

Sincerely,



Rebecca J. Pellerin
Principal Planner

cc: Richard Kerbel, Town Manager
Marilyn F. Cohen, Director of Planning
Steven Church, RIDOT Bicycle and Pedestrian Program Coordinator
Geoff Grout, Quonset Davisville General Manager

R

I



D

C

August 18, 2004

RI Department of Transportation
Environmental & Intermodal Planning
Two Capitol Hill
Providence, Rhode Island 02903-1124

Attn: Stephen A. Devine
Chief, Program Development
Environmental & Intermodal Planning

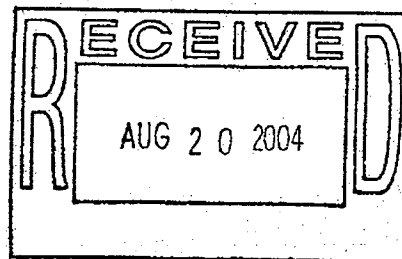
Dear Mr. Devine

We have received and reviewed the Draft Site Assessment Report for the Davisville Bicycle Path, Phase 1 and are hereby notifying you that we have no comments to submit regarding this report.

Sincerely,


Steven J. King
Director of Construction Services

Bikepathnocomment8-18-04





TOWN OF
NORTH KINGSTOWN, RHODE ISLAND

80 BOSTON NECK ROAD
NORTH KINGSTOWN, R.I. 02852-5762
PHONE: (401) 294-3331
www.northkingstown.org

March 15, 2005

Steven Devine, Chief of Program Development
Intermodal Planning
RIDOT
Two Capitol Hill, Rm. 372
Providence, RI 02903

Re: South County Bike Facilities – Davisville Bike Path

Dear Mr. Devine:

The Town of North Kingstown Town Council has recently reviewed the *South County Bike Facilities Davisville Bike Path* site assessment report as part of the Town's Transportation Improvement Program process. As a part of this review, the Town Council voted to endorse the Davisville Bike Path to allow the project to move from the Study and Development stage to that of Design subject to the following conditions:

1. Public input and public hearings during the design process;
2. Identification and mitigation of issues associated with curb cuts and access/egress for vehicles and pedestrians along Newcomb Road; and
3. Town Council endorsement of design prior to construction.

If you should have any questions or require additional information, please feel free to contact me at 294-3331, Extension 312. Thank you for the opportunity to comment on this site assessment report. We look forward to working with you and the RIEDC on seeing this bike path through design and construction.

Sincerely,


Rebecca J. Pellerin
Principal Planner

cc: Richard Kerbel, Town Manager
Marilyn F. Cohen, Director of Planning
Steven Church, RIDOT Bicycle and Pedestrian Program Coordinator
Geoff Grout, Quonset Davisville General Manager

Vehicle Accident Summary

VEHICLE ACCIDENT SUMMARY

Vehicle Accident Summary (2000-2002)

	<u>Newcomb Road from Post Road to Fletcher Road</u>	<u>Roger Williams Way & Post Road (Route 1)</u>	<u>Newcomb Road / Potter Road / Fletcher Road</u>
<u>Year</u>			
2000	10	9	1
2001	8	5	0
<u>2002</u>	<u>4</u>	<u>6</u>	<u>0</u>
Total	22	20	1
<u>Collision Type</u>			
Rear end	4	10	0
Angle	2	8	0
Head-on	1	0	0
Fixed Object	14	2	1
Pedestrian	1	0	0
Sideswipe	0	0	0
Animal	0	0	0
<u>Unknown</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	22	20	1
<u>Severity</u>			
Property Damage Only	15	18	1
Personal Injury	7	2	0
Fatality	0	0	0
<u>Unknown</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	22	20	1
<u>Time of Day</u>			
7:00-9:00 AM	1	2	0
4:00-6:00 PM	3	3	0
<u>Other</u>	<u>18</u>	<u>15</u>	<u>1</u>
Total	22	20	1
<u>Day of Week</u>			
Weekday	15	17	0
<u>Saturday/Sunday</u>	<u>7</u>	<u>3</u>	<u>1</u>
Total	22	20	1

Source: North Kingstown Police Department

RIEDC - QUONSET DAVISVILLE PORT AND COMMERCE PARK MASTER PLAN GRAPHICS

Executive Summary

The purpose of this Master Plan is to guide the Rhode Island Economic Development Corporation (RIEDC) and Quonset Davisville Management Corporation (QDMC) in continuing development of a 3,047-acre site in North Kingstown into the Quonset Davisville Port and Commerce Park (the Park.) The Park is generally bordered on the west by the Northeast Railroad Corridor, on the east by Narragansett Bay, on the north by Newcomb Road and the Mountview neighborhood and on the south by Camp Avenue and the Shore Acres neighborhood. The Master Plan is a general and long-range guide to accommodate mixed uses, emphasizing commercial industrial development, and the use of multiple transportation facilities during the next 20 years at the site. The overall intent of the Master Plan is to optimize the assets at the site to achieve quality, create jobs and provide for environmentally compatible development.

The Master Plan is developed to achieve the primary objective of the RIEDC, which is to continue to develop a world class multi-modal industrial park at Quonset Davisville and provide jobs and other economic benefits to the residents of Rhode Island. The plan encompasses the entire Park including developed, available, vacant, and developable land. The development program is based on a detailed market analysis. The plan accommodates growth by existing industries and provides for expansion of roadway, rail, and utility services in a compatible network that supports a first class industrial park. In addition, it assumes continued growth of flight operations at the Airport, considered a considerable asset for future development of the Park.

2003 Master Plan Revision

Throughout his campaign, Governor Donald L. Carcieri opposed a container port facility at the Park and upon his election, halted all efforts into its assessment, thereby initiating a revision to the 2001 Master Plan. In the 2003 Master Plan, all references to a container port and intermodal facility, a term associated with a container port, were removed. RIEDC also took this revision as an opportunity to work with the Town of North Kingstown to revisit concerns raised during the 2001 update that were not fully resolved. These concerns related to the definitions of land uses, water conservation, public access, and buffering between Park activities and adjacent residential neighborhoods. Coming to a consensus on these issues was the major focus of the revision process. Additionally, revised goals and objectives of the Master Plan integrated those of the Town outlined in their Comprehensive Plan. Given the resolution of these concerns, the RIEDC has encouraged the Town to take the steps necessary to adopt this 2003 Master Plan revision as part of the Comprehensive Plan.

Jobs

The 2003 Master Plan revision accommodates future private investments in industrial and commercial land development that could generate 18,200 jobs at the site over the next 20 years. This total includes over 6,000 existing employees and nearly 12,000 additional employees on the vacant and developable land.

Districts

The 2003 revision reaffirms the industrial and commercial districts outlined in the 1998 Draft Master Plan. The districts are West Davisville, Executive Park, North Davisville, Davisville Waterfront, Commerce Park, Kiefer Park, Quonset, and Quonset Waterfront.

Land Use

Proposed land uses on the 678 acres of available and developable land include manufacturing industries, office and research and development facilities, and retail and services. Approximately 800 acres are already developed or partially developed for manufacturing and distribution uses, primarily. Open space, transportation facilities including the Airport, utilities, and recreation occupy the remainder of the 3,047-acre site.

Traffic

The proposed full build-out of the site in 20 years will generate over 46,000 vehicular trips a day (ADT, average daily traffic). Traffic will be evenly distributed on Davisville Road and Roger Williams Way. Much more traffic uses the latter today because Quonset is nearly built out and Davisville is virtually undeveloped; therefore, most of the new development will take place in Davisville. Additional traffic will use the West Davisville Road Interchange at Relocated Route 403. The Park's traffic projections are consistent with the design capacity of the Route 403 Project because of the unusually long duration of peak traffic periods verified by current traffic counts, approximately three hours.

Circulation

The Master Plan recommendations are fully dependent upon completion of the relocation Route 403 project now under construction by the RI Department of Transportation. This is because current access to the Park is inadequate; access is by a curving two-lane road through residential areas between Route 4 and the Park entrance at Route 1. The first phase segment between the Park and the Northeast Railroad Corridor is scheduled for completion by 2006.

A three level hierarchy of roadways is proposed within the Park; major and collector roads and local streets. The major roads function as arterials that provide circulation to, from and within the site. The collector roads move traffic between the major roads and local streets. The local streets provide access to the site's property owners and tenants. A new roadway called Cross Park Road will connect the separated Davisville and Quonset portions for the first time ever through the center of the site. Two grade-separated intersections to separate vehicular and railroad traffic are proposed on Davisville Road, at Cross Park Road and at the Route 403 Interchange. A system of bikeways, walkways, a water ferry facility and shuttle bus routes is proposed to encourage alternative modes of travel.

Transportation Demand Management and Transit

Several methods are recommended to reduce single occupancy vehicle commuting to the Park. Most all commuters travel by automobile to the Park. Over half of the employees live in the North Kingstown-Providence corridor. Commuter vans offer the best possibility to service the widely dispersed development in the Park. In the future, as employment increases, commuter rail service to West Davisville and Rhode Island Public Transit Authority (RIPTA) bus service into the Park are recommended. Two new RIPTA bus routes were initiated in 2000 and scheduled to service work shifts at Electric Boat, but they failed to attract riders. The route from Providence was cancelled but the route from Newport remains active.

The RIEDC's proposed land use controls are intended to encourage transit-friendly site development that will locate bus stops and other shuttle services at the front doors of major employers. Perimeter and internal bikeways and sidewalks will further encourage workers to use alternative means to

commute to jobs. A Transportation Management Association (TMA) should be established at Quonset Davisville to sponsor commuter transit services for businesses in the Park.

One passenger transit center is proposed at the entrance to the Park near Route 1 and the Route 403 interchange in Executive Park. This center will provide a facility for RIPTA buses, privately sponsored commuter vans, internal Park shuttle buses, bicycles, and parking. The most effective transit service likely to be provided is privately sponsored commuter van service by resident companies.

Railroad

The railroad facilities play an important role in daily operations at Quonset Davisville. Rail infrastructure is a key factor in the site's multiple transportation attractiveness and is an important element in the overall economic health and vitality of the Quonset Davisville industrial area. Major railroad track improvements are recommended.

Airport

This Master Plan reaffirms the continued importance of the airport to the National Guard units based there and its benefits to the industrial park. There is also growth potential for aviation-related industries and corporate aircraft use. Such aviation industries include small aircraft manufacturing and repair and maintenance operations.

Market

Market analysis findings include the following:

- The land development program has sufficient flexibility to accommodate a wide variety of industrial and offices uses at Quonset Davisville with different site requirements.
- The site's ability to accommodate rail-oriented users will be a major competitive advantage in attracting industrial and distribution firms, since few quality parks in Rhode Island and southeastern Massachusetts provide rail access.
- The inclusion of facilities such a hotel, restaurant, day-care and health services will enhance the competitive position of the site.
- At present, Quonset Davisville is at a competitive disadvantage in the market, primarily due to inadequate highway access from Route 4.
- The site's competitive position will begin to improve when off-site rail improvements are nearing completion, off-site highway connector improvements are completed, and on-site infrastructure improvements are underway.

Infrastructure

Water supply and wastewater treatment capacities at the Park are adequate for full build out as projected. The development of the industrial park may reduce the stormwater flow volumes and intensities due to the conversion of previously impervious surfaces to open spaces and grassy swales as a result of the new development program. However, the size of the converted areas has been calculated. Privately provided electricity, gas and fiber optic cable services are available, the latter in Kiefer Park; Commerce Park is next. Quonset Davisville was recently equipped with state of the art broadband capability to service new technology industries. An underground utility corridor system along the major and collector roads is proposed.

Implementation Program

The 2003 Revision to the Master Plan includes an Implementation Program based on the issues outlined in the 2001 update. The program provides for a market-based development program, a marketing program, land use controls and environmental review, and a capital improvement program. Specifically new to this revision is the proposal of a Quonset Davisville Overlay District to be adopted by the Town of North Kingstown into their zoning ordinances, allowing RIEDC and the Town the ability to meet the unique growth and development issues of the Park. Additionally, the capital improvement program includes specific items for roadway, railroad, utilities, and associated site facility infrastructure development such as building demolition, construction of new internal roadways, reconstruction of existing roadways, utility service improvements and extensions, internal rail upgrades, and bike paths.

addition, if a tourism site is developed at the Carrier Pier, water ferry service from Providence and Newport should be investigated.

A water ferry dock near the airport, at the Carrier Pier or the Quonset Waterfront district, is a likely candidate site. In June 2003, a high-speed ferry began operations from Quonset to Oak Bluffs in Martha's Vineyard. Another site at the Davisville waterfront may have potential, although it is unlikely that two stops at Quonset Davisville would be warranted because of cost and operational issues.

Future Commuter Rail: Currently, RIDOT is evaluating the possibility of extending commuter rail service from Providence to Westerly, as part of its South County Commuter Rail Study. The study is evaluating the operational issues of commuter rail south of Providence, and engineering for a commuter rail station at Wickford Junction, south of Quonset Davisville. However, RIDOT is not recommending a commuter rail station at West Davisville as part of its study of initial commuter rail start-up service. In addition, a West Davisville commuter rail station and transit center is not explicitly recommended in the update of the Transportation 2020, the State's Ground Transportation Plan, but it does endorse the RIDOT study.

With approximately 22,000 employees on site in 2021 at total build-out, the largest future concentration of jobs in the West Bay south of Providence, there appears to be enough potential demand to support a commuter rail station at West Davisville. Therefore, this Master Plan recommends that RIDOT consider a future station at West Davisville, to be linked to the rest of the Park by a shuttle bus service. Further, the 2001 commuter survey of Quonset Davisville employees conducted for this Master Plan supports this recommendation since well over half of the existing employees commute in the North Kingstown-Providence corridor, the precise alignment of the commuter rail service that RIDOT is studying. Specifically, the West Davisville station could be located on a side adjacent to the mainline and could be accessed from relocated Route 403 via West Davisville Road. Space should be provided for parking, shuttle buses and bicycles.

4.8 Bicycles and Pedestrians

Currently, there are few bicyclists and pedestrians at Quonset Davisville. The general absence of a continuous network of sidewalks, bicycle accommodations, and conveniently accessible destinations are disincentives to such activity. Future development at Quonset Davisville should encourage bicycle and pedestrian access by greatly improving accommodation of these two alternative transportation modes.

In general, exclusive use bicycle paths (off road) should be approximately 12 feet wide and should be striped for two-way operation (a minimum 10-foot width is acceptable, but not desirable). Bicycle accommodation along roads should include signage designating the roadway as a bicycle route. The type of on-road bicycle accommodation should consider the following issues: average daily vehicle traffic, presence of heavy vehicles, posted speed limit, and the width and condition of pavement. On-road bicycle routes may be designated using "wide curb lanes", marked bicycle lanes, or on paved shoulders (in areas where on street parking is prohibited).

Pedestrian accommodation varies from site to site, however typical sidewalks are at least five feet wide to accommodate two pedestrians side by side. Narrower sidewalks may be acceptable for shorter distances or to connect buildings in a development. All sidewalks should comply with the provisions of the Americans with Disabilities Act of 1990 (ADA). The act specifies curb cuts and other accommodations appropriate for persons with disabilities.

The Base Reuse Plan proposed bike paths along the northern edge of the Park, linking Calf Pasture Point and the proposed West Bay Bikeway along Post Road, and this proposal is reaffirmed in this Master Plan (Figure 4-4). The bike path also would connect to the Executive Park Transit Center and the Seabee Park. In addition, it could be accessed by on-road connections in West Allen Harbor and along Devils Foot Road from the proposed Commuter Rail Station in West Davisville. The Devils Foot Road connection is proposed for completion after the Route 403 project has been built.

Within the Park, bicycle routes should be designated along Cross Park Road, providing access to the center of the Park and adjacent open space areas, the golf course and the airport. The bicycle route should continue across Roger William Way into Kiefer Park along Circuit Road. Neighborhood access to Kiefer Park and a potential segment of the proposed West Bay Bicycle Path could also be provided at Camp Avenue. In addition, the Circuit Road Bicycle Route will provide a connection to the waterfront's public access easement. For on-road designated bicycle routes, the roadway shoulders should be a minimum of four feet wide. Bicycle racks and lockers could be provided at the transit centers to encourage passengers to use bikes to get to jobs in the Park. Employers should be encouraged to provide additional bicycle facilities for their employees. These facilities could include conveniently located secure bicycle parking, changing rooms, and locker rooms with showers.

Ultimately, every passenger, regardless of transportation mode, becomes a pedestrian. This fact should not be ignored in the design and layout of individual developments within Quonset Davisville. There are particular opportunities for pedestrian accommodations in the relatively high density transit center/Executive Park area. Not only is the mix of land uses proposed here (retail, office, hotel, etc) catering to the businesses and their employees within the park, but they would also be within convenient walking distance from the neighborhood across Newcomb Road. Elsewhere in the Park, sidewalks and pedestrian accommodations should be provided along the avenues and roads.

4.9 Railroads

As the Navy gradually phased out its operations at Quonset Point, the need for a private railroad operator became apparent. The Seaview Railroad, officially the Seaview Transportation Company, Inc., currently is the provider of rail service in the Park. Most of the rail facilities are owned by the RIEDC, and Seaview is a tenant paying rent based on a percentage of its monthly revenues. All of the Seaview railroad tracks were formerly developed and used by a U.S. Government Railroad operated by the U.S. Navy. Many miles of track have been removed by RIEDC and, reportedly, only about six route miles of railroad are used.

The railroad facilities continue to play an important role in daily operations at Quonset Davisville. Rail infrastructure is a key factor in the site's multiple transportation attractiveness and is an important element in the overall economic health and vitality of the Quonset Davisville industrial area (Figure 4.5). The rail facilities:

- Can be used for future commuter rail with improvements;
- Provide rail access to numerous existing, used and vacant facilities;
- Can be reconfigured, while retaining the two main trunk lines, to accommodate new businesses and industries within the Park;
- Can be reconfigured at the Davisville piers to handle automobiles;
- Provide site occupants with a means to leverage the cost of transportation among all modes so that their product cost remains competitive in U.S. or world markets; and
- Provide a direct outlet, via the Northeast Corridor, to rail markets in North America.

The Base Reuse Plan proposed bike paths along the northern edge of the Park, linking Calf Pasture Point and the proposed West Bay Bikeway along Post Road, and this proposal is reaffirmed in this Master Plan (Figure 4-4). The bike path also would connect to the Executive Park Transit Center and the Seabee Park. In addition, it could be accessed by on-road connections in West Allen Harbor and along Devils Foot Road from the proposed Commuter Rail Station in West Davisville. The Devils Foot Road connection is proposed for completion after the Route 403 project has been built.

Within the Park, bicycle routes should be designated along Cross Park Road, providing access to the center of the Park and adjacent open space areas, the golf course and the airport. The bicycle route should continue across Roger William Way into Kiefer Park along Circuit Road. Neighborhood access to Kiefer Park and a potential segment of the proposed West Bay Bicycle Path could also be provided at Camp Avenue. In addition, the Circuit Road Bicycle Route will provide a connection to the waterfront's public access easement. For on-road designated bicycle routes, the roadway shoulders should be a minimum of four feet wide. Bicycle racks and lockers could be provided at the transit centers to encourage passengers to use bikes to get to jobs in the Park. Employers should be encouraged to provide additional bicycle facilities for their employees. These facilities could include conveniently located secure bicycle parking, changing rooms, and locker rooms with showers.

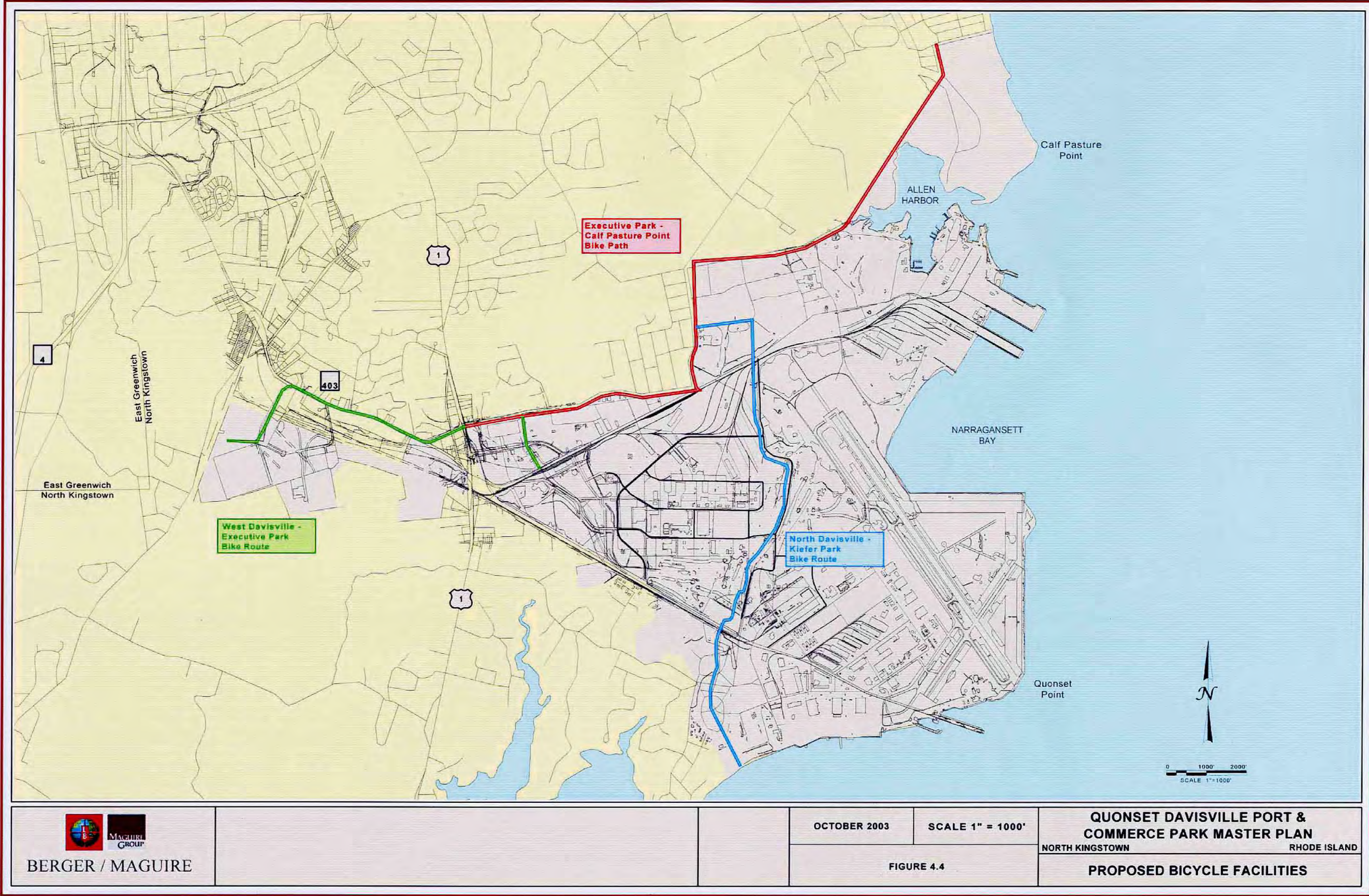
Ultimately, every passenger, regardless of transportation mode, becomes a pedestrian. This fact should not be ignored in the design and layout of individual developments within Quonset Davisville. There are particular opportunities for pedestrian accommodations in the relatively high density transit center/Executive Park area. Not only is the mix of land uses proposed here (retail, office, hotel, etc) catering to the businesses and their employees within the park, but they would also be within convenient walking distance from the neighborhood across Newcomb Road. Elsewhere in the Park, sidewalks and pedestrian accommodations should be provided along the avenues and roads.

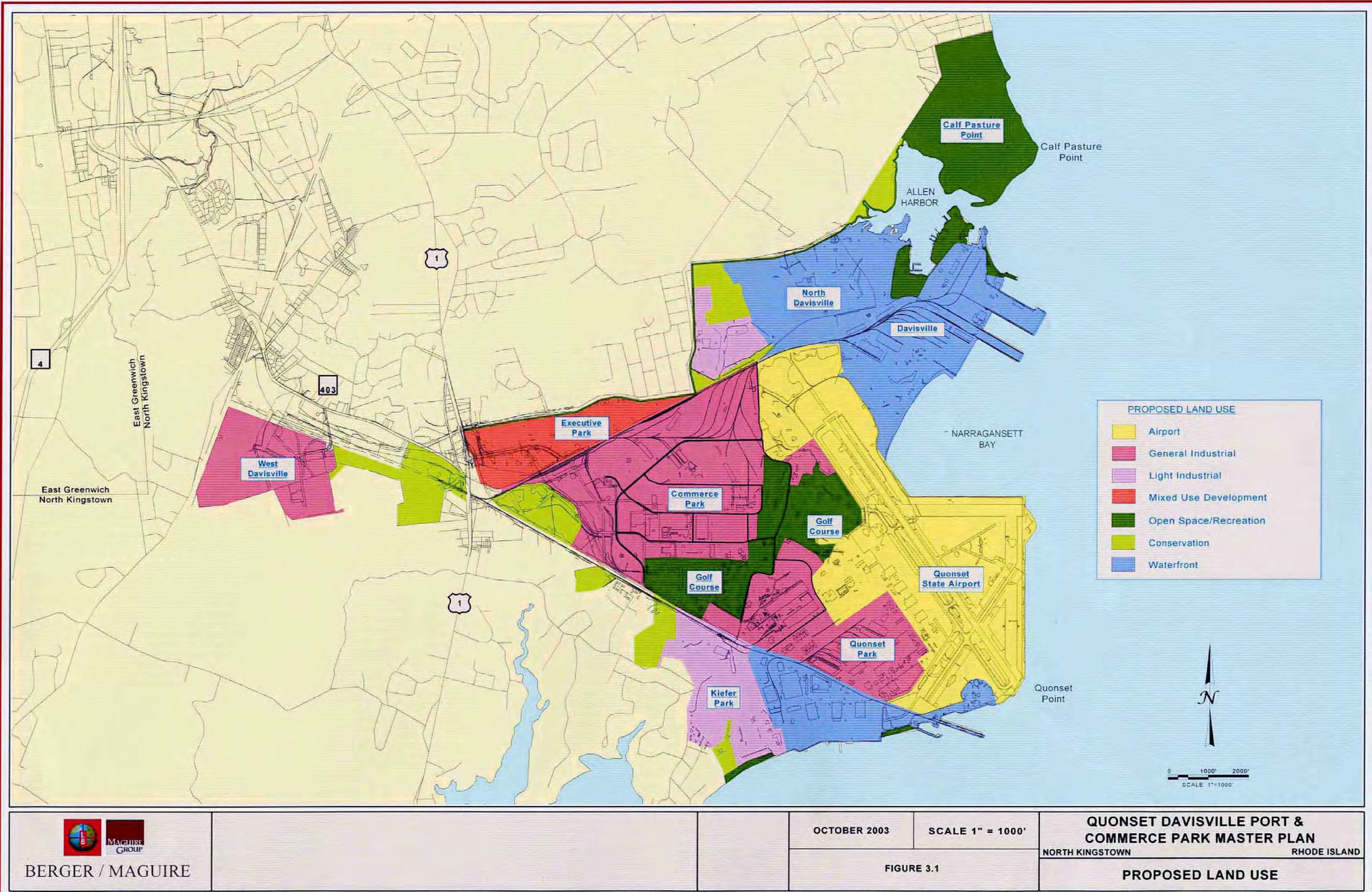
4.9 Railroads

As the Navy gradually phased out its operations at Quonset Point, the need for a private railroad operator became apparent. The Seaview Railroad, officially the Seaview Transportation Company, Inc., currently is the provider of rail service in the Park. Most of the rail facilities are owned by the RIEDC, and Seaview is a tenant paying rent based on a percentage of its monthly revenues. All of the Seaview railroad tracks were formerly developed and used by a U.S. Government Railroad operated by the U.S. Navy. Many miles have of track have been removed by RIEDC and, reportedly, only about six route miles of railroad are used.

The railroad facilities continue to play an important role in daily operations at Quonset Davisville. Rail infrastructure is a key factor in the site's multiple transportation attractiveness and is an important element in the overall economic health and vitality of the Quonset Davisville industrial area (Figure 4.5). The rail facilities:

- Can be used for future commuter rail with improvements;
- Provide rail access to numerous existing, used and vacant facilities;
- Can be reconfigured, while retaining the two main trunk lines, to accommodate new businesses and industries within the Park;
- Can be reconfigured at the Davisville piers to handle automobiles;
- Provide site occupants with a means to leverage the cost of transportation among all modes so that their product cost remains competitive in U.S. or world markets; and
- Provide a direct outlet, via the Northeast Corridor, to rail markets in North America.

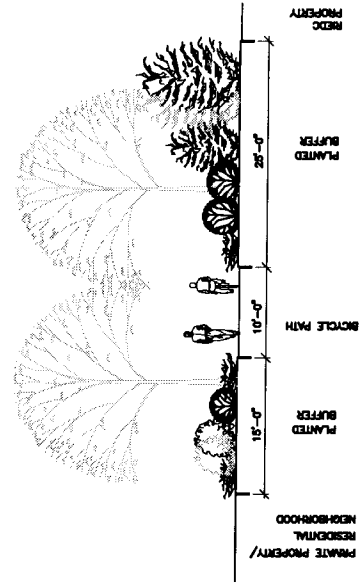
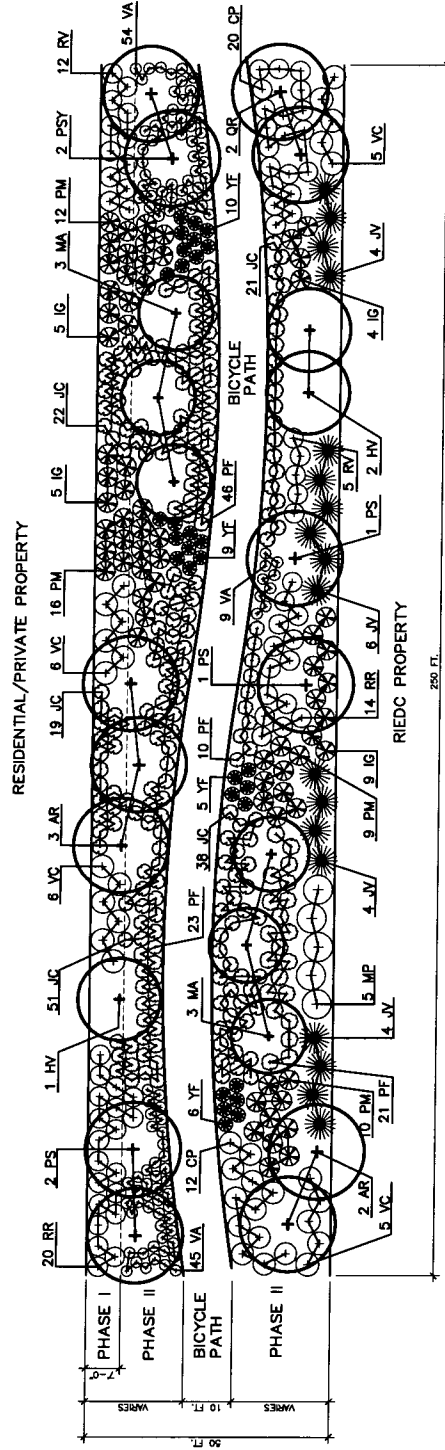




ELEVATION
scale 1"=10'-0"

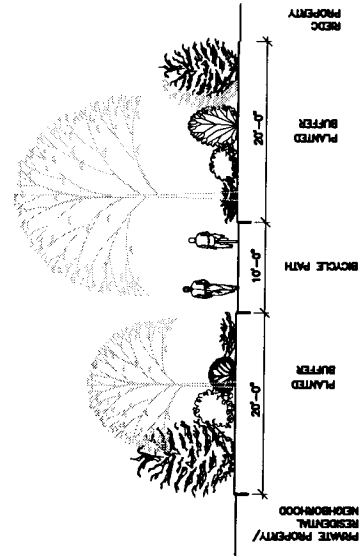
PLAN
scale 1"=10'-0"

SECTION
scale 3/16"=1'-0"

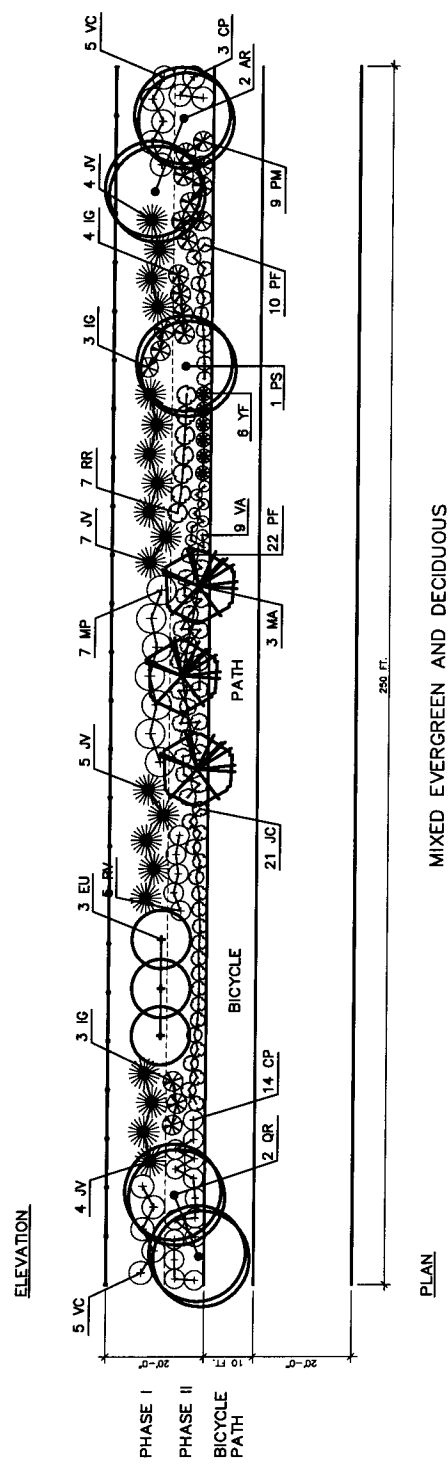
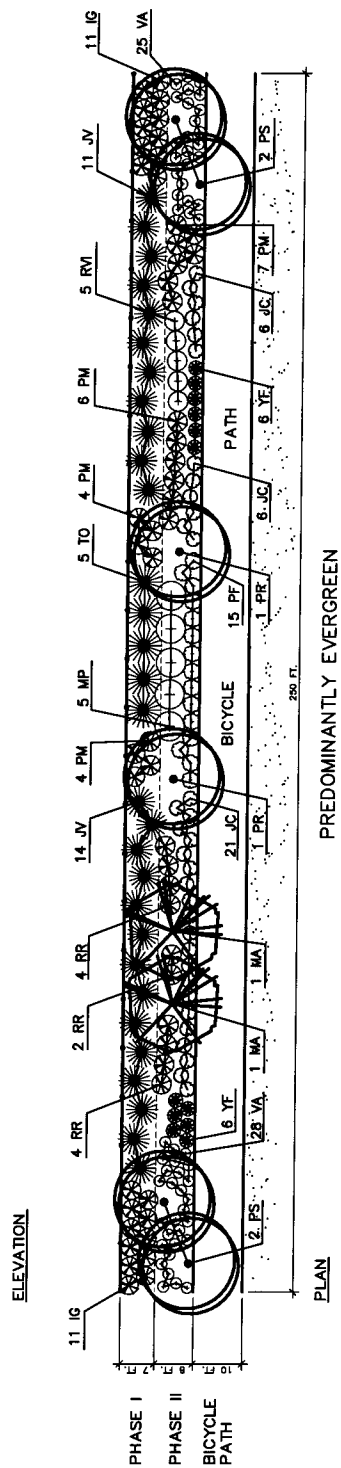


MIXED EVERGREEN AND DECIDUOUS
Quonset-Davisville Buffer Planting
WALLACE, FLOYD, ASSOCIATES INC.
October 13, 1998

PLAN
scale 1"=10'-0"

[illegible]

PREDOMINANTLY EVERGREEN
Quonset-Davisville Buffer Planting
WALLACE, FLOYD, ASSOCIATES INC.
October 13, 1998



TOWN OF NORTH KINGSTOWN CALF PASTURE POINT GRAPHICS

Preliminary Program of Development

Calf Pasture Point, North Kingstown RI

Trails

Primary Access Trail

- Character – Graded 8' min. crushed stone walking surface. Minimal quantity of wooden bridges and boardwalks.
- Usage – Trail will connect parking location(s) with Calf Pasture Point, and will be accommodating to all users.

Primary Loop Trail

- Character – Graded 8' min. crushed stone walking surface. Minimal quantity of wooden bridges and boardwalks.
- Usage – Trail will circumnavigate majority of Calf Pasture Point where soils and vegetation permit, and be accommodating to pedestrians, bicyclists, handicapped persons, and selectively equestrians.

Equestrian Trail(s)

- Character – Soil surface cleared of debris x' in width. Raised clear zone – branches limbed to 9–10'.
- Usage – Trail(s) will be primarily used by equestrians, but will not be exclusive.

Point of Interest Trails

- Character – Lineal trails of 2'–4' in width, with surfaces of graded crushed stone, cleared native soil, sand, boardwalks, and bridges.
- Usage – Trails will connect to vista points, beach access, rock outcroppings, ect, from the primary loop. Handicap accessibility will be provided wherever possible.

Nature Interpretation Trails

- Character – Lineal and loop trails of 2'–4' in width, with surfaces of graded crushed stone, cleared native soil, sand, boardwalks, and bridges.
- Usage – Trails will extend to significant natural areas for possible education/awareness (wetlands overlook) and will be mostly handicapped accessible.

Secondary Loop Trails

- Character – Loop trails cleared of debris 2'–4' in width. Low impact structures for wetland crossing.
- Usage – Trails will serve hikers, bicyclists, and some equestrians, to venture deeper into rougher terrain and vegetation.

Interpretive Aspects

Themes

- Native American and Prehistoric Land uses
- Colonial Habitation – Agriculture
- Estuarine Ecosystem

Applications

- Interpretive signage
- Vernacular construction materials and techniques

Amenities

Water Access

- Watercraft put-in location at marina
- Personal watercraft take-out all along Calf Pasture Point beach with a few designated temporary storage areas.

Rest Stations

- Solar composting toilet

Rest Areas

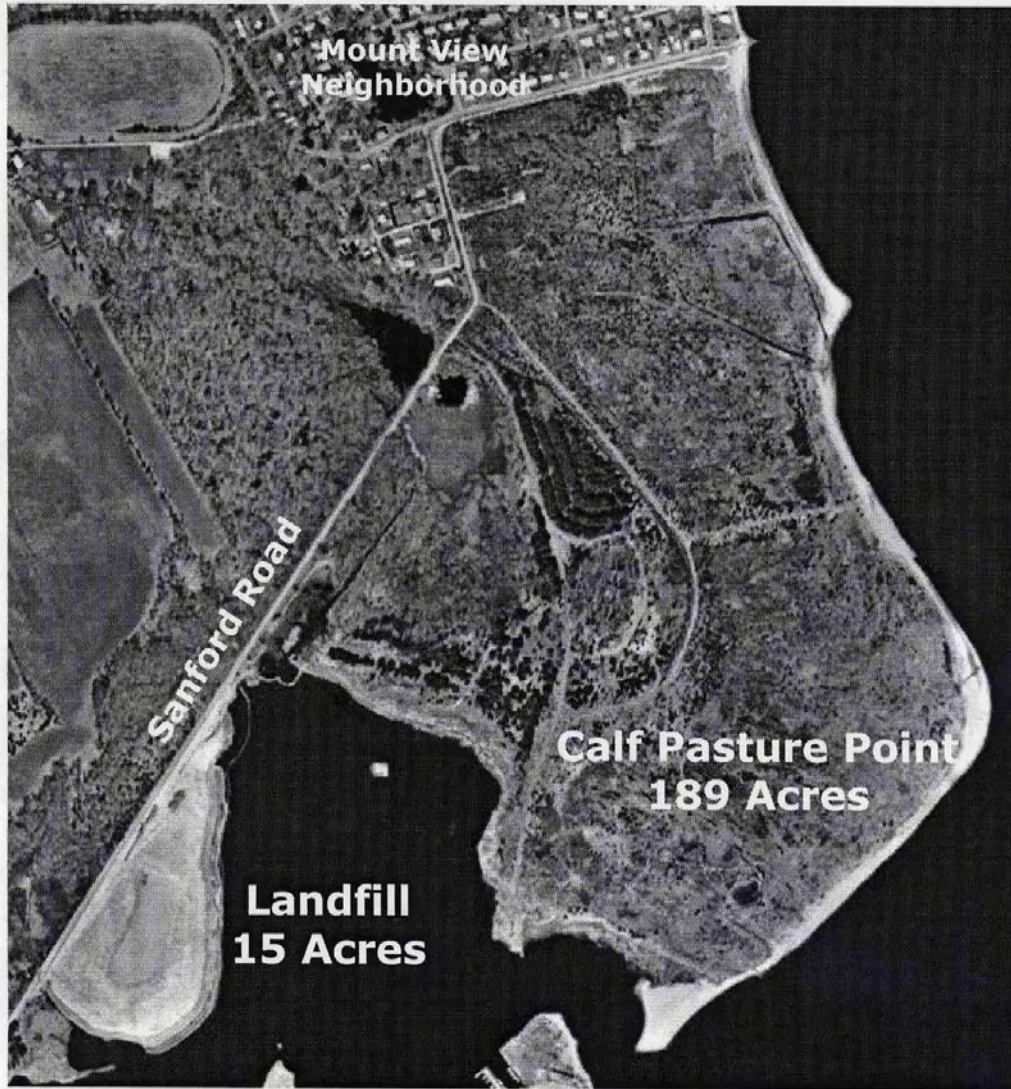
- Areas of relief off of the Primary Access and Loop trails. Graded crushed stone areas will vary in size and amenities (benches, trash receptacles, lookouts, ect.), but will provide areas out of the path of travel for rest and passage of emergency vehicles.

Conceptual Trail Network

-  Primary Access & Loop Trail
-  Secondary Loop Trail
-  Neighborhood Access Trail
-  Spur Trail
-  Specialized Trail Area
-  Point of Interest
-  Interpretive / Amenity Area
-  Kayak Take-out
-  Monitoring Well
-  Well Access Trail



Calf Pasture Point Master Plan
Workshop #1



Calf Pasture Point Master Plan
Workshop #1



Preliminary Program for Development

Trails

Primary Access Trail .5 mile +/- Connects parking lot area and Calf Pasture Point

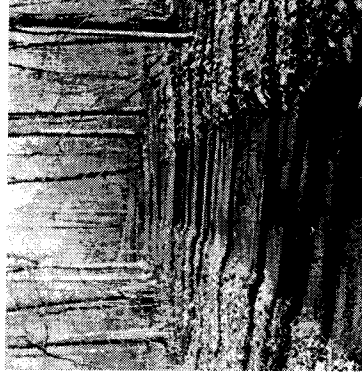
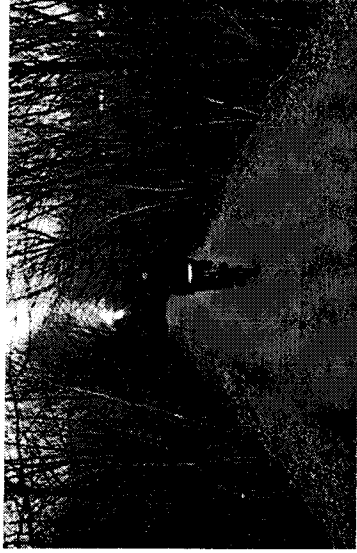
Primary Loop Trail - 1.75+/- mile loop accommodates all park users and maintenance vehicles

Secondary Loop Trail - Extremity loops to lengthen and connect primary loop to remote areas

Specialized Trail - Walkers / runners / bicyclists / equestrians

Spur Trail - Connection to point of interest

Point of Interest - Beaches / Rock outcrop / vantage points / Interpretive areas



COST ESTIMATE SUMMARY

ITEM	QUANTITY	UNIT COST	COST
A. PAVEMENT			
13,250 New Multi Use Path (ft)			
1. Bituminous Concrete (4") (except 2" along Existing Roads)	3,008 T	\$70	\$210,560
2. Subbase (10") - (except along Existing Roads)	3,167 CY	\$15	\$47,509
3. Furnishing Topsoil & Seeding	22,755 SY	\$5	\$113,775
4. Aggregate Shoulder (6")	981 CY	\$30	\$29,415
5. Earthwork	5,187 CY	\$30	\$155,595
SUBTOTAL			<u>\$556,854</u>
B. STRUCTURES			
1. Repairs and Upgrades to Drainage System	1 LS	\$20,000	\$20,000
SUBTOTAL			<u>\$20,000</u>
C. OTHER FEATURES			
1. Sedimentation Control	13,250 LF	\$4	\$53,000
2. Roadside Improvements near Davisville Road	1 LS	\$10,000	\$10,000
3. Chain Link Fencing - Replacement	500 LF	\$20	\$10,000
4. Access Point Improvements	8 EA	\$1,500	\$12,000
5. Landscaping	1 LS	\$15,000	\$15,000
SUBTOTAL			<u>\$100,000</u>
TOTAL COSTS			\$676,854
D. MINOR ITEMS			
	20% of	\$676,854	\$135,371
SUMMARY OF COSTS			
SUBTOTAL CONTRACT ITEMS			\$812,225
LUMP SUM ITEMS			
Clearing and Grubbing	2%	\$16,244	
M&P of Traffic	2%	\$16,244	
Mobilization	7.5%	\$60,917	
Construction Staking	1.0%	\$8,122	
Subtotal			\$101,528
SUBTOTAL CONTRACT ITEMS			<u>\$913,753</u>
Incidentals / Contingencies	20%		\$182,751
Design & Engineering Services	22%		\$201,026
Utilities	2%		<u>\$18,275</u>
TOTAL COSTS			\$1,315,804

**Crossing & Stopping
Sight Distance**

CROSSING AND STOPPING SIGHT DISTANCE CHARTS

Trail Intersection Design Guidelines

Wayne E. Pein →

Prepared for

Florida Department of Transportation
Bicycle/Pedestrian Safety
605 Suwannee Street MS 82
Tallahassee, FL 32399-0450
ph. (904) 487-1200
fax (904) 922-2935

University of North Carolina
Highway Safety Research Center
730 Airport Road CB 3430
Chapel Hill, NC 27599
ph. (919) 962-7418
fax (919) 962-8711
wayne_pein@unc.edu

September 1996

Sight distance

Pedestrians

Since they are the slowest trail users, providing intersection sight distance for pedestrians encompasses the requirements of bicyclists (and skaters). Table 9 gives pedestrian intersection sight distance values.

Table 9. Pedestrian intersection crossing sight distance.

Crossing width (S); m	Crossing time (t); sec (includes 3.0 sec p-r time)	Design speed		
		48 km/h (30 mi/h)	64 km/h (40mi/h)	80 km/h (50 mi/h)
		Crossing sight distance value (d); m		
5.0	7.7	104	138	173
6.0	8.6	116	154	193
7.0	9.6	129	172	215
8.0	10.5	141	188	235
9.0	11.4	153	204	255
10.0	12.4	167	222	278
11.0	13.3	179	238	298
12.0	14.2	191	254	318
13.0	15.2	204	272	341
14.0	16.1	216	289	361
15.0	17.1	230	306	383

(1m = 3.28 ft)

A walking rate of 1.07 m/s (3.5 ft/s) and a perception-reaction time of 3 seconds are assumed. As with bicyclists, an additional 2 seconds of crossing time may be added for each group of 5.

Because of their slow crossing speed, and/or other situational constraints (right-of-way; sight restrictions; wide road; high speed), it may be impossible to provide pedestrians with intersection sight distance. Pedestrians should then be accommodated by decreasing the crossing distance with a refuge area or bulbout, slowing the motor vehicles, or providing signalization.

Decision sight distance

As traditionally applied to motorists, decision sight distance provides additional protection beyond the minimum afforded by stopping sight distance. It is defined as "the distance required for a driver to detect an unexpected or otherwise difficult-to-perceive information source or hazard in the roadway environment that may be visually cluttered, recognize the hazard or its threat potential, select the appropriate speed and path, and initiate and complete the required safety maneuver safely and efficiently."

A trail crossing, often an unusual encounter for drivers, seems to be an ideal location to provide motorists with additional sight distance. This can be done by increasing the standard perception-reaction time value of 2.5 seconds for motorists'

Sight distance

$$t = \left(\frac{1}{v}\right)S + \left(\frac{v}{2a} + \frac{1.8}{v}\right) \quad (3)$$

The 15th percentile values found on the Pinellas Trail, $v = 10.8$ km/h (2.99 m/s; 6.7 mi/h) and $a = 0.74$ m/s² (2.4 ft/s²), compare favorably to the values specified by the Dutch in *Sign Up For the Bike*, 10.0 km/h (6.2 mi/h) and 0.8 m/s² (2.6 ft/s²).

Using equation (3) with $a = 0.74$ m/s² and $v = 2.99$ m/s to determine crossing time for various crossing widths S , and then equation (2) (page 3-21), Table 8 gives bicyclist crossing sight distance values. A perception-reaction time of 2.5 seconds is also included.

Use of 15th percentile values for acceleration and crossing velocity when designing intersections for bicyclists is consistent with accepted transportation engineering practice of providing for the vast majority of roadway users. It can be argued, however, that it is improper to disregard the slowest of bicyclists. Perhaps choosing a more inclusionary percentile such as the 5th percentile would be prudent under certain circumstances. An additional 2 seconds of crossing time may also be added for every group of 5 users to account for delayed startup and friction.

Designers of multi-use trail-roadway intersections are also faced with accommodating the slowest of users—pedestrians.

Table 8. Bicyclist intersection crossing sight distance.

Crossing width (S); m	Crossing time (t); sec (includes 2.5 sec p-r time)	Design speed		
		48 km/h (30 mi/h)	64 km/h (40mi/h)	80 km/h (50 mi/h)
		Crossing sight distance value (d); m		
5.0	6.8	91	122	152
6.0	7.1	95	127	159
7.0	7.4	99	132	166
8.0	7.8	105	140	175
9.0	8.1	109	145	181
10.0	8.5	114	152	190
11.0	8.8	118	158	197
12.0	9.1	122	163	204
13.0	9.5	127	170	213
14.0	9.8	132	176	220
15.0	10.1	136	181	226

(1m = 3.28 ft)

(1m = 3.28 ft)

Exhibit 3-1. Stopping Sight Distance

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 3.4 m/s^2 [11.2 ft/s^2] used to determine calculated sight distance.